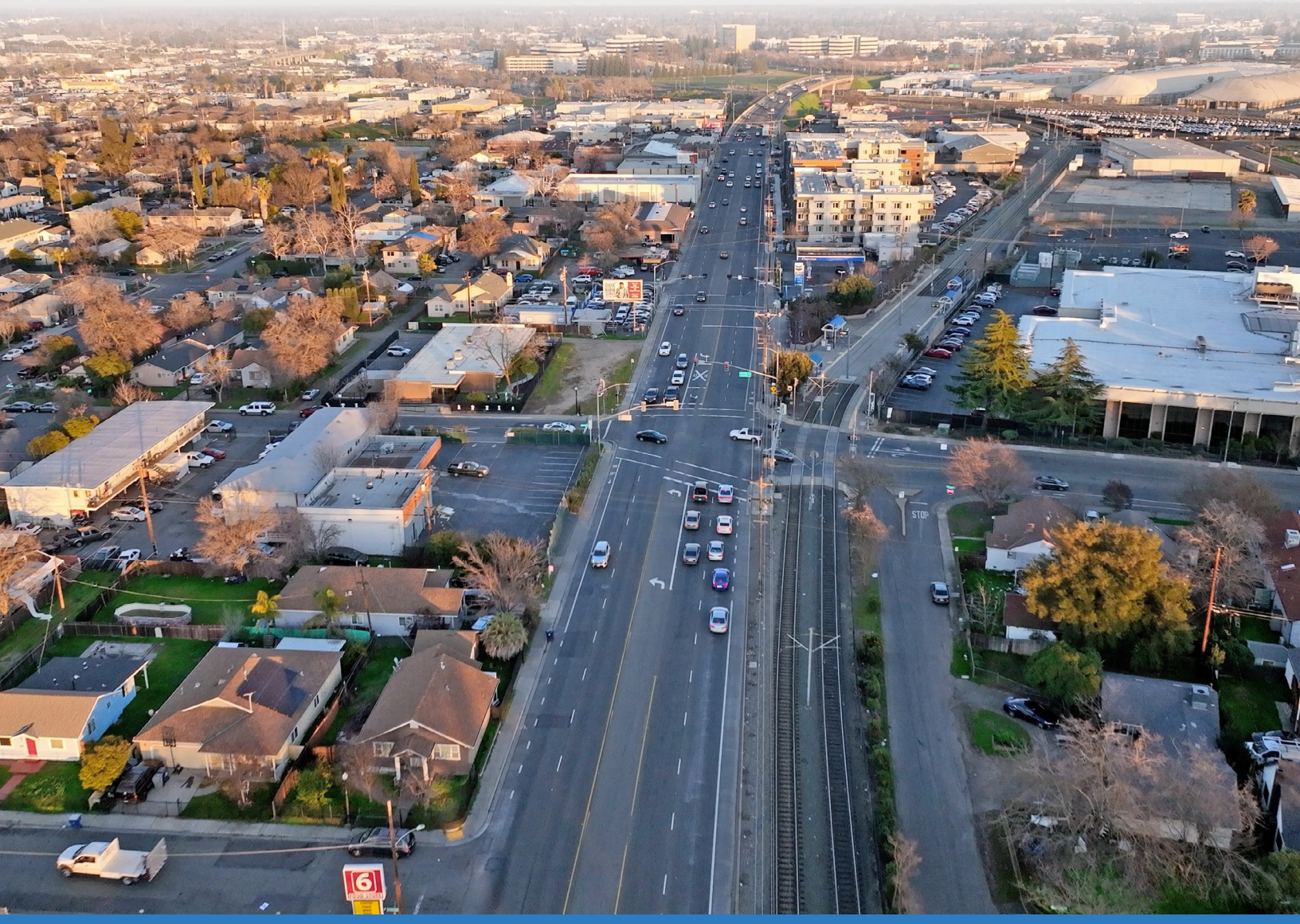
Appendix A

Existing Conditions Assessment

City of
SACRAMENTO
Department of Public Works



April 2026

ARDEN-AUBURN
MOBILITY
PLAN

ARDEN WAY-AUBURN BOULEVARD MOBILITY PLAN

EXISTING CONDITIONS REPORT

Kimley»Horn
Expect More. Experience Better.

City of
SACRAMENTO

Department of Public Works

ARDEN-AUBURN
MOBILITY
PLAN



ARDEN WAY – AUBURN BOULEVARD MOBILITY PLAN

EXISTING CONDITIONS REPORT

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ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BLTS	Bicycle Level of Traffic Stress
BUS	Business
CalEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
City	City of Sacramento
County	Sacramento County
CMUTCD	California Manual on Uniform Traffic Control Devices
DAC	Disadvantaged Community
DUI	Driving Under the Influence
FSI	Fatal or Seriously Injured
HCM	*Highway Capacity Manual*
I	Interstate
LOS	Level of Service
LTS	Level of Traffic Stress
NEPA	National Environmental Policy Act
O&M	Operations and Maintenance
OEHHA	Office of Environmental Health Hazard Assessment
PCF	Primary Collision Factor
PLTS	Pedestrian Level of Traffic Stress
Project	The Arden-Auburn Mobility Plan
SACOG	Sacramento Council of Governments
SacRT	Sacramento Regional Transit
SB	Senate Bill
SR/CA	State Route
SSSC	Side-Street Stop Controlled

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EXECUTIVE SUMMARY

The Arden-Auburn Mobility Plan (Project) aims to improve safety and multimodal mobility along Arden Way, Auburn Boulevard, and Harvard Street. This report evaluates existing conditions to support the subsequent identification of safety and multimodal improvements.

Key project insights include:

- **Project Area** assessment shows that, although Arden Way and Auburn Boulevard/Harvard Street are all nominally part of one planning effort, the land uses, population, employment, and transportation infrastructure conditions vary widely. As such, the Project team would be well-suited to consider the Project area as five unique corridors when advancing the Alternatives phase.
- **Traffic analyses** shows study intersections generally operating between level of service (LOS) A and D during the weekday AM and PM peak hours, with the exception of two locations (Arden Way at Point West Way, and Auburn Boulevard at Van Ness Street/Frienza Avenue) that operate at LOS F during the weekday PM peak-hour. Queueing analyses show that nearly all of the prevailing weekday AM and PM peak-hour queues for turning movements are contained within their available storage. Signal Warrant analyses show that nearly all of the unsignalized intersections evaluated satisfy the CMUTCD Warrant 3 (Peak-Hour) thresholds during either the weekday AM or PM peak-hour.
- **Safety analyses** conclude that there were a substantial number of Fatality or Serious Injury (FSI) crashes within the Project area over the analyzed five-year period (January 2020 through December 2024). Pedestrians and bicyclists represent an outsized proportion of these FSI crashes relative to their involvement in the number of crashes overall.
- **Level of Traffic Stress (LTS) analyses** show that the Project segments of Arden Way and Auburn Boulevard/Harvard Street are generally "uncomfortable," high-stress settings for pedestrians and bicyclists. These outcomes can be predominantly attributed to the presence of adjacent vehicle speeds, size of the roadways, and the amount of vehicle traffic within the Project area.
- **Transit Analyses** reflect the importance of the Arden/Del Paso and Marconi/Arcade light rail stations as connection points for the west and north portions of the Project area, while highlighting the importance of connectivity with Arden Fair Mall on the east side of the Project area. The analyses also highlight the lack of existing transit service and connectivity for those wishing to travel along Auburn Boulevard/Harvard Street.

1 INTRODUCTION

The Arden-Auburn Mobility Plan (Project) is a planning effort initiated by the City of Sacramento (City) to address multimodal connectivity and safety along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The Project area and several key landmarks are presented in **Figure 1**.

Figure 1. Project Area



1.1 Project Background

The Arden-Auburn Mobility Plan is a planning effort initiated by the City to address multimodal connectivity and safety along Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The Project corridors contain a diverse range of land uses (e.g., residential, commercial, industrial, and community services) and transportation infrastructure (e.g., an array of regional transit and motorized vehicle options). The segments of Arden Way and Auburn Boulevard included in the Project are part of the City's High Injury Network (HIN)[1], meaning that they have been identified as corridors "with the highest levels of fatal and serious crashes for pedestrians, bicyclists, and motorists" in the City. A portion of the Arden Way corridor included in the Project has been identified as one of the City's Vision Zero Top 10 corridors[2], which represents a facility with amongst the most fatal and severe injury crashes in the City.

The Project corridors serve five different Census Tracts. All but one of the five Census Tracts represent "disadvantaged communities ("DACs") as identified by the State of California (the State)[3]. DACs are identified by the California Environmental Protection Agency (CalEPA). The City's *Sacramento 2040 General Plan*[4] (General Plan) describes DACs as "areas within the city that experience disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes". Specific CalEnviroScreen information for the Project DACs is provided in Table EJ-1 of the General Plan.

1.2 Policy Setting

The California Complete Streets Act (AB 1358, passed in 2008) requires cities to consider the needs of all roadway users when planning transportation networks. As such, the City's current Complete Streets Policy[5] supports the following approach documented in the General Plan:

> *"The City of Sacramento shall approach every transportation improvement and project phase as an opportunity to apply a Complete Streets framework to create safer, more accessible streets for all roadway users, while upholding the City's Design Procedures Manual."*

The City's General Plan and *Climate Action and Adaptation Plan*[6] (CAAP) provides the following overarching Mobility and Transportation strategies that are applicable to the work being completed as part of the Project:

---

[1] *Vision Zero Sacramento Action Plan*, City of Sacramento, adopted August 14, 2018.

[2] Map M-1, *Sacramento 2040 General Plan*, City of Sacramento, adopted February 27, 2024.

[3] *SB 535 Disadvantaged Communities (2022 Update)*, California Environmental Protection Agency, adopted May 2022.

[4] *Sacramento 2040 General Plan*, City of Sacramento, adopted February 27, 2024.

[5] *Resolution No. 2019-0460*, adopted by Sacramento City Council, December 10, 2019.

[6] *Climate Action & Adaptation Plan*, City of Sacramento, adopted February 27, 2024.

General Plan Policies

M-1.1: **Street Classification System** - The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.

M-1.2: **User Prioritization** - The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3: **Healthy Transportation System Options** - The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4: **Designing to Move People** - In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.5: **Street Design Standards** - The City shall maintain street design and operations standards that prioritize comfort and travel time for walking, bicycling, and transit, while managing vehicle speeds and traffic volumes, updating them as best practices evolve.

M-1.6: **Transit Integration** - Wherever feasible, the City shall design buildings, the public realm, streets, and pedestrian access to integrate transit into existing neighborhoods and proposed developments and destinations such as schools, employment centers, commercial centers, major attractions, and public walking spaces to improve access for users by transit.

M-1.9: **Equitable Processes and Outcomes** - The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.10: **Community Engagement** - The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

M-1.11: **Increase Bicycling and Walking** - The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

M-1.12: Light Rail Transit (LRT) Station Access Improvements - Through the development approval process and public and private investments, the City shall foster additional walking and bicycling connections to light rail stations and strengthen existing connections to enhance first/last-mile connectivity and make it easier to travel between the station and surrounding neighborhoods and destinations. As feasible, connections should include pedestrian-level streetlighting and tree shading.

M-1.13: Walkability - The City shall design streets to prioritize walking by including design elements such as the following:

- Grid networks that provide high levels of connectivity
- Closely spaced intersections
- Frequent and low-stress crossings
- Wide, unobstructed walkable sidewalks
- Separation from vehicle traffic
- Street trees that provide shading
- Minimal curb cuts

M-1.14: Walking Facilities - The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.

M-1.16: Barrier Removal - The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses
- Relocation of infrastructure or street furniture that impedes travel pathways
- Reducing or consolidating driveways and curb cuts
- Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

M-1.17: Improve Bicycling Connectivity - The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

M-1.18: Bicycling Safety - When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

M-1.19: **Walking Safety** - When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.

M-1.20: **High-Frequency Transit Service** - The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.

M-1.22: **Increase Transit Ridership** - The City shall support work to increase transit ridership citywide.

M-1.23: **Transit Priority** - Where appropriate, the City shall support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

M-1.24: **Transit-Only Lanes** - Where appropriate, the City shall support implementation of transit only lanes to facilitate high-frequency reliable bus and/or light rail service to and between major destinations, job centers, residential areas, and intermodal facilities in Sacramento.

M-1.25: **First/Last-Mile Solutions** - The City shall support "first-mile, last-mile solutions" such as e-bikes/e-scooters as well as multimodal transportation services, public realm improvements (e.g., bicycle parking infrastructure), and other innovations in the areas around transit stations and major bus stops (transit stops) to maximize multimodal connectivity and access for transit riders.

M-1.26: **Bus Stop Design** - The City shall encourage the Sacramento Regional Transit District (SacRT) to implement bus shelter design that encourages transit use, informed by ADA-compliance, bus stop placement, and passenger safety best practices. Where feasible, the City should collaborate with SacRT on bus stop designs for major corridor improvement projects.

CAAP Measures

TR-1: Improve active transportation infrastructure to achieve 6% active transportation mode share by 2030 and 12% by 2045

TR-2: Support public transit improvements to achieve 11% public transit mode share by 2030 and maintain through 2045

1.3 Project Area

The Project area serves the previously identified 2020 United States Census Tracts 6067005402, 6067005502, 6067006202, 6067006901, and 6067006902. The Project area includes Arden Way (between Del Paso Boulevard and Ethan Way) and Auburn Boulevard/Harvard Street (between Arden Way and Marconi Circle). The east end of the Project on Arden Way is bounded by Sacramento County (the County). It is understood that Sacramento County has recently prepared its own complete streets planning document for Arden Way[7].

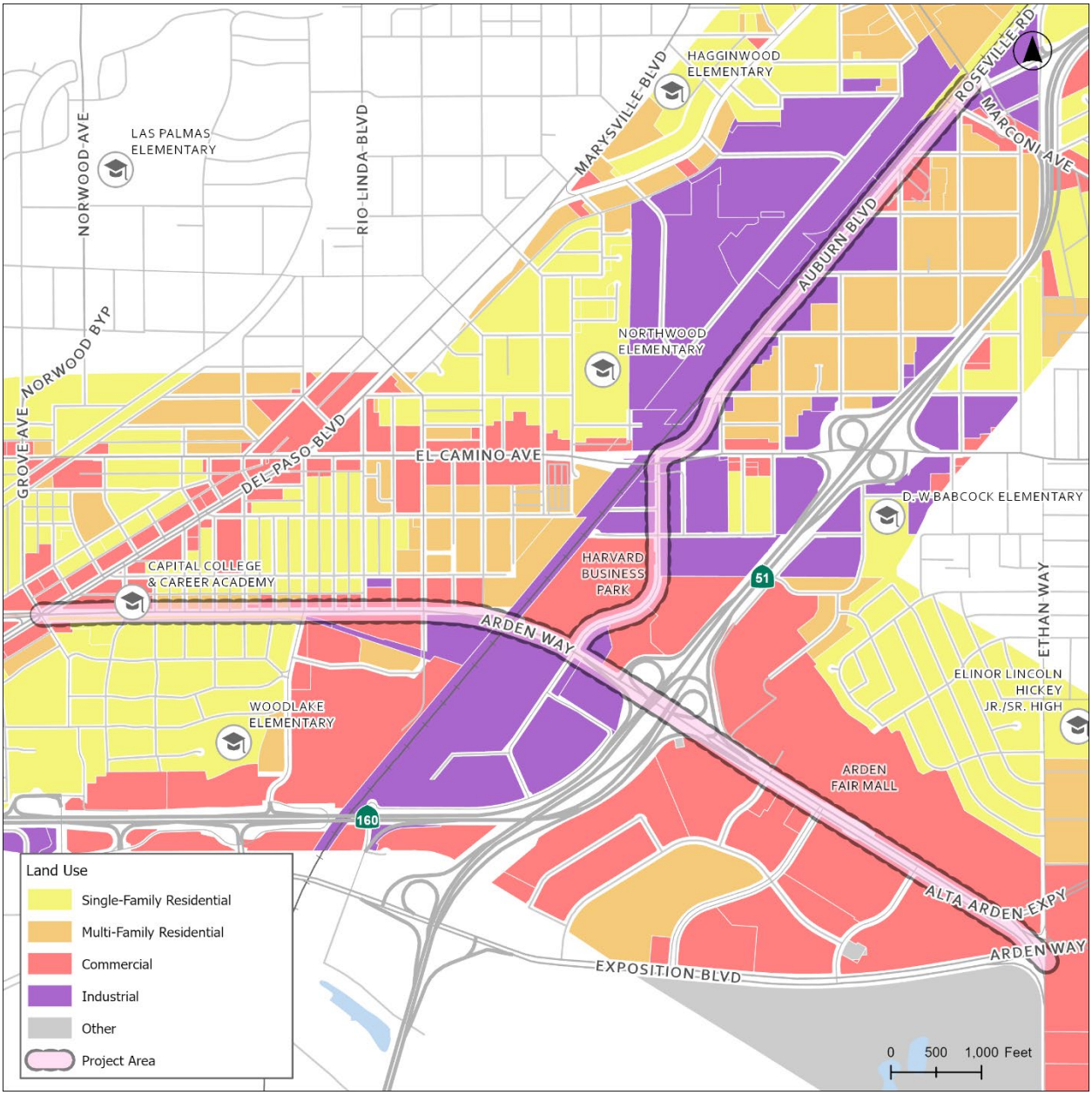
While the project nominally encompasses two corridors (Arden Way and Auburn Boulevard/Harvard Street), land use and transportation conditions vary substantially throughout the Project area, even along the respective streets. Arden Way and Auburn Boulevard/Harvard Street serve Neighborhood, Residential Mixed-Use, Office Mixed-Use, Employment Mixed-Use, and Commercial Mixed-Use land uses[8]. Land uses present within a half-mile of the Project area are provided in **Figure 2**.



[7] *Arden Way Complete Streets Master Plan, Sacramento County*, August 2023.

[8] Map LUP-5, *Sacramento 2040 General Plan*, City of Sacramento, adopted February 27, 2024.

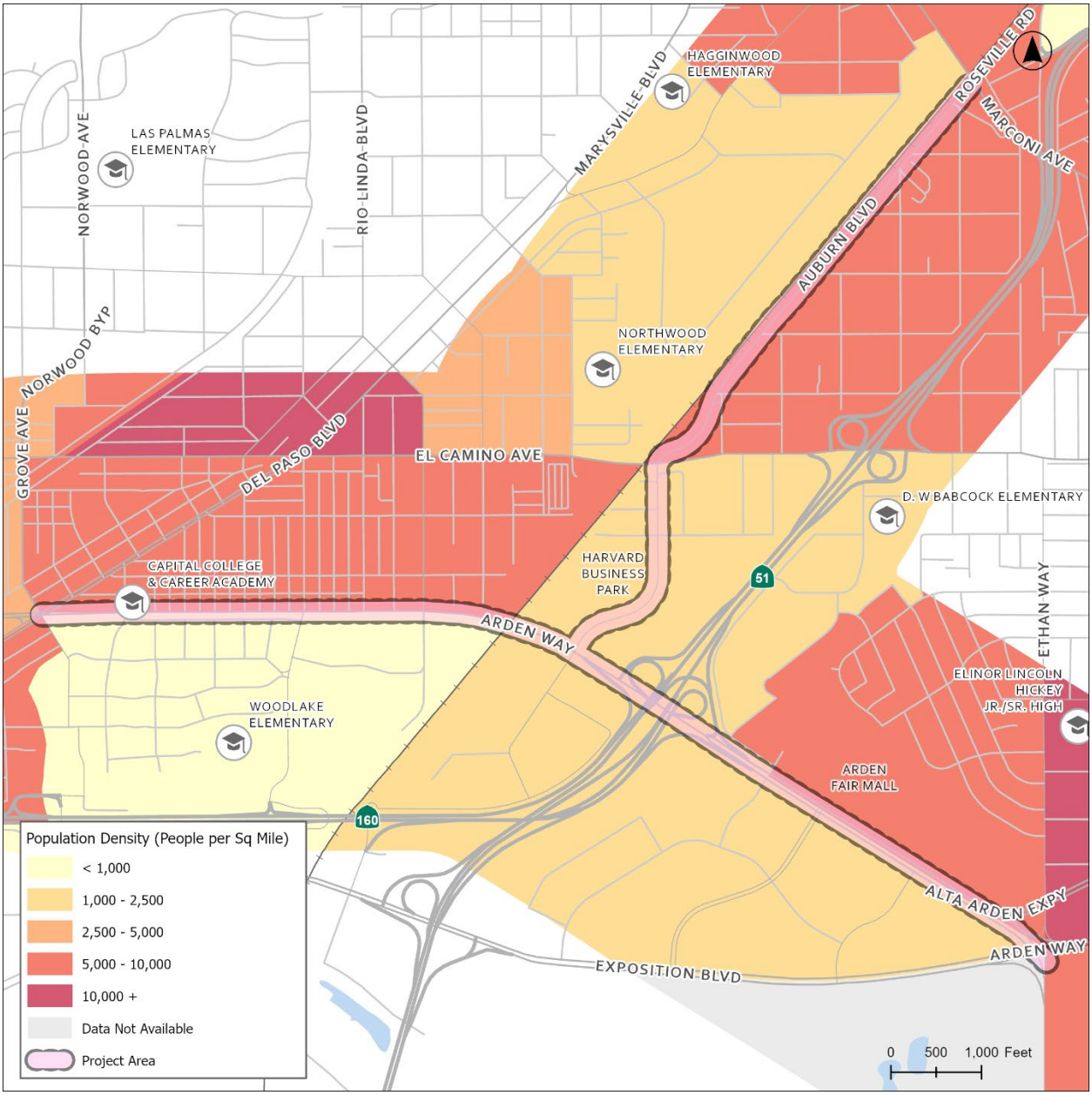
Figure 2. Project Area Land Uses



Data Source: City of Sacramento Zoning, Sacramento County Zoning

Several demographic and employment metrics proximate to the Project area were obtained from the American Community Survey 2023 (5-Year Estimate) (ACS). Population density, job density, and concentrations of potential vulnerable roadway users (seniors and youth) are presented in **Figure 3**, **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7** to provide additional context for the Project area and the people it serves.

Figure 3. Project Area Population Density



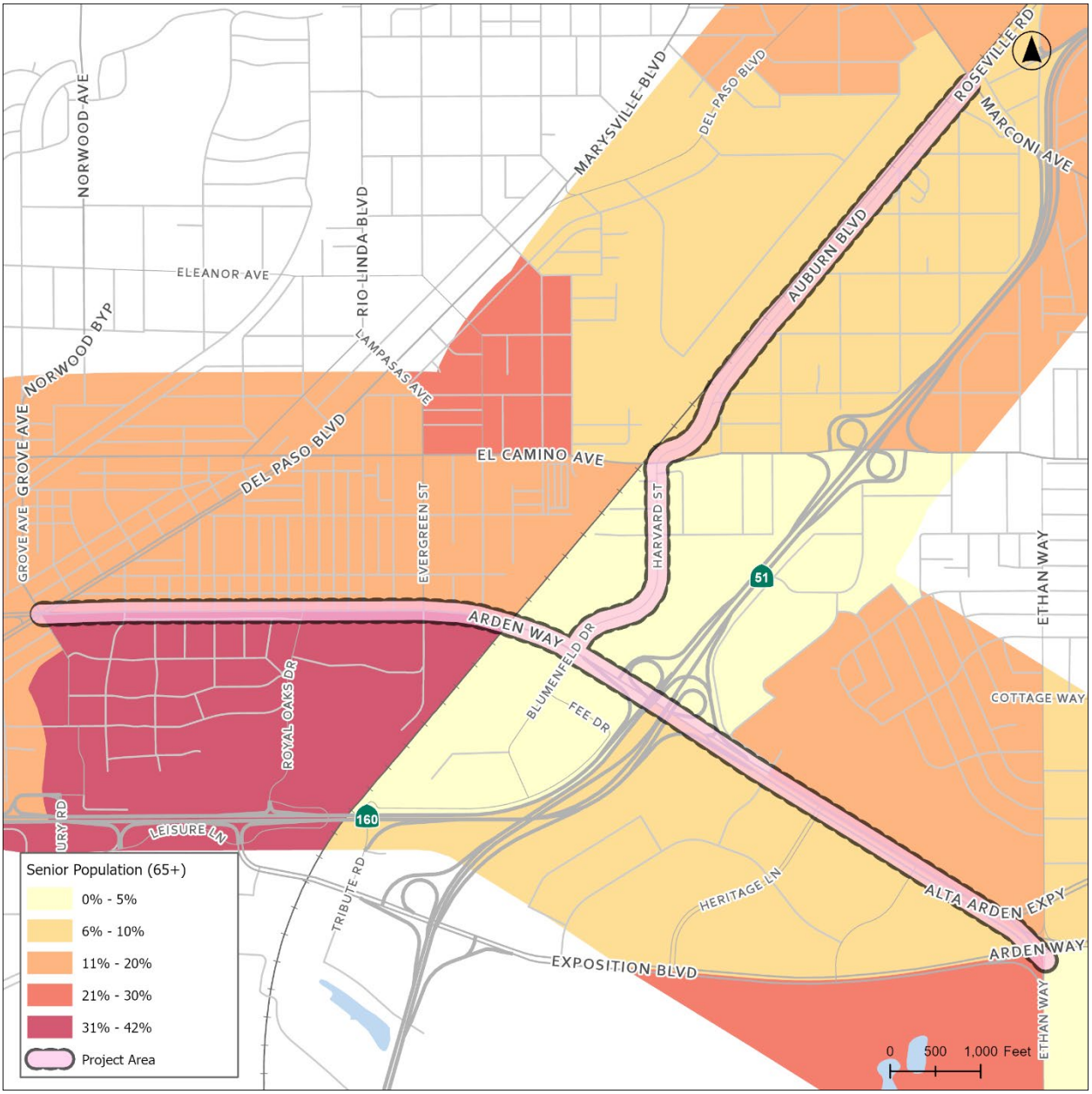
Data Source: American Community Survey (ACS) 2023

Figure 4. Project Area Job Density



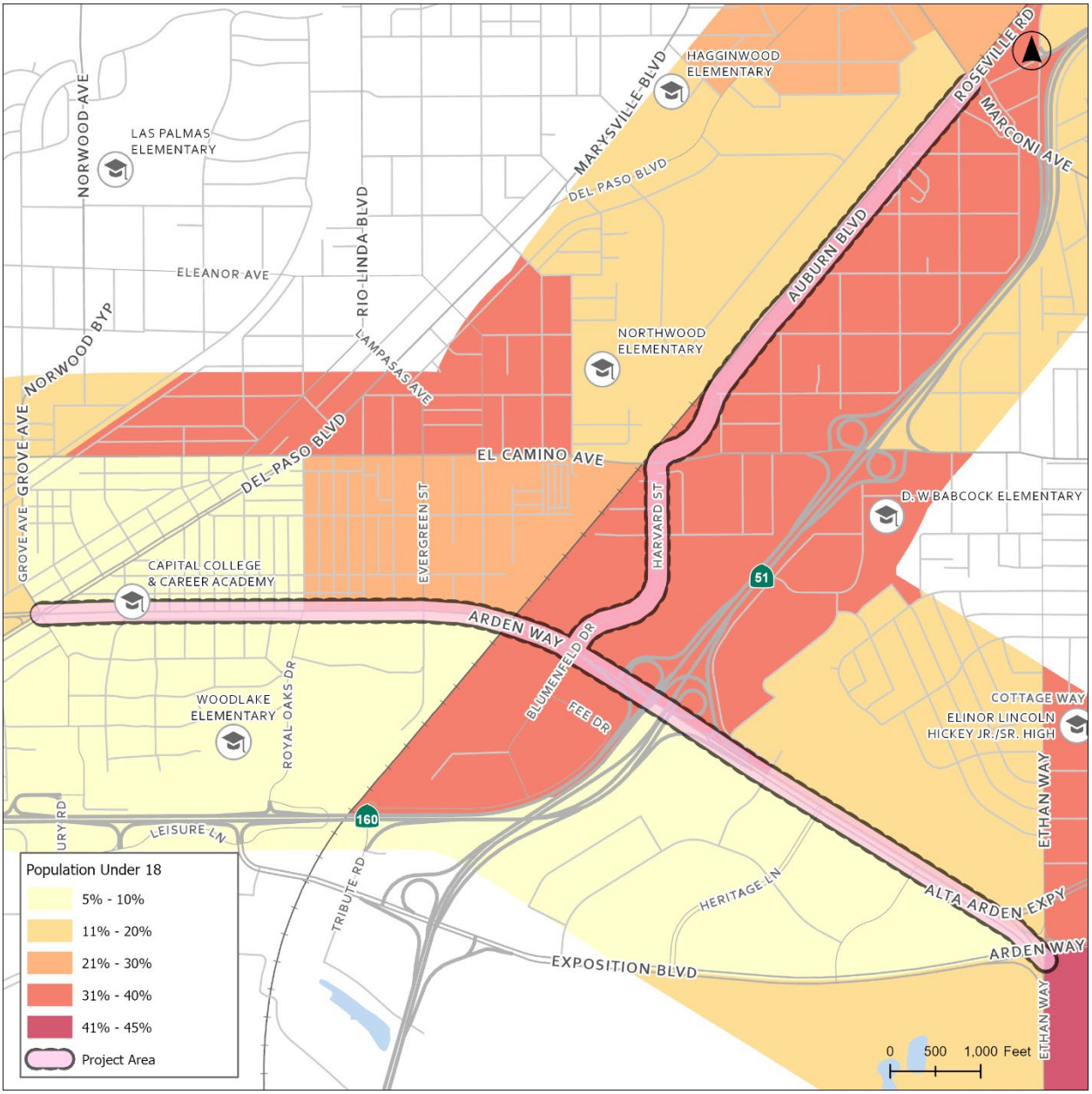
Data Source: Longitudinal Employer-Household Dynamics (LEHD) (Census, 2022)

Figure 5: Project Area Senior Population (Ages 65+)



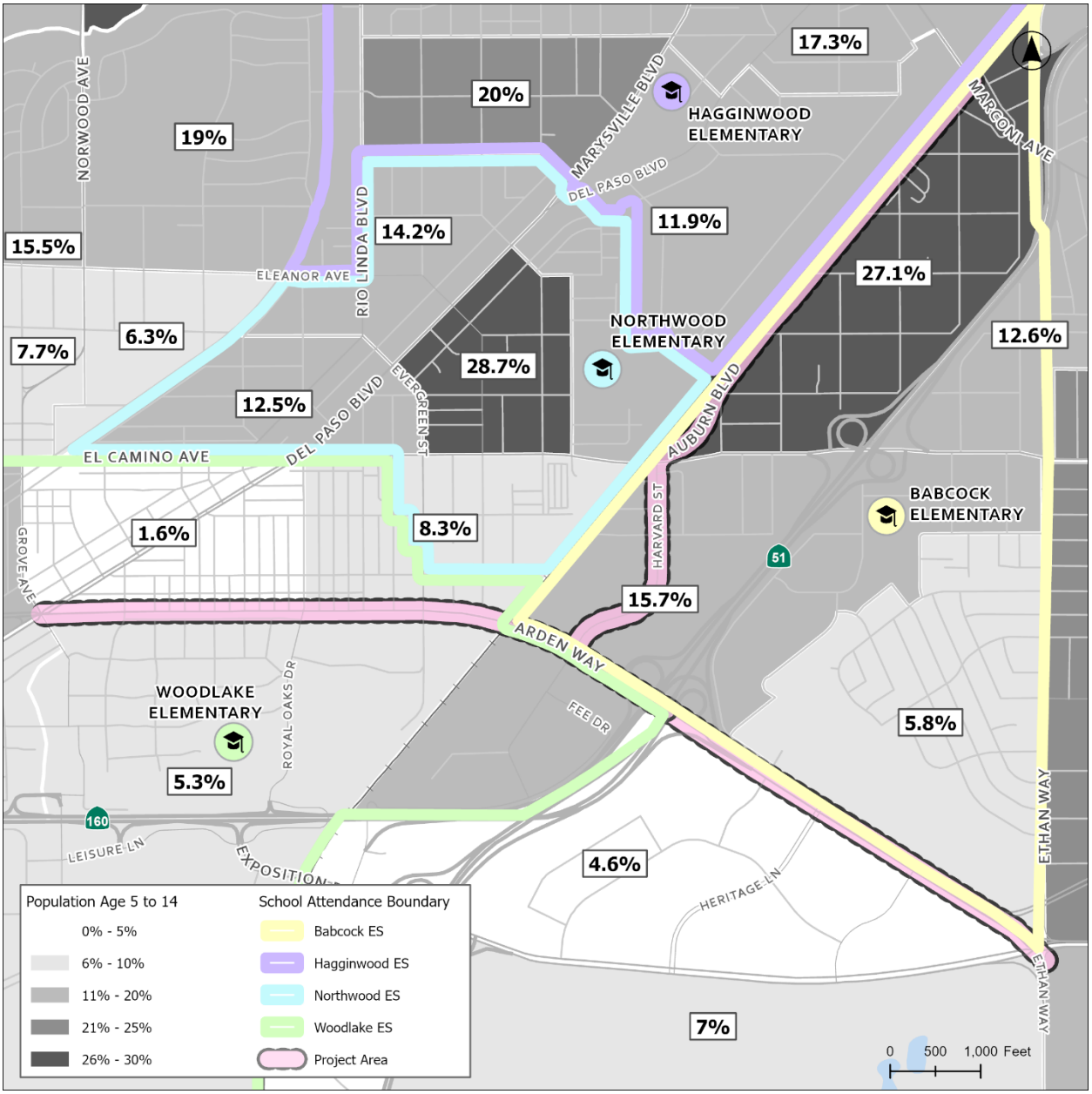
Data Source: American Community Survey (ACS) 2023

Figure 6: Project Area Youth Population (Ages Under 18)



Data Source: American Community Survey (ACS) 2023

Figure 7: Project Area Elementary School Population (Ages 5-14)



Data Source: American Community Survey (ACS) 2023, Twin Rivers Unified School District

In addition to the ACS data, the Project area is served by Sacramento Regional Transit (SacRT) light rail (the Blue Line) and several bus routes. However, not all parts of the Project area experience the same types of transit services. The relationship between SacRT light rail and bus service and the Project area is presented in Figure 8.

Figure 8. Project Area SacRT Transit Service



Source: Sacramento Regional Transit

The combinations and locations of destinations, land uses, population, employment opportunities, destinations, and existing transit services supports considering the Project area as the following six unique Project corridors.

The six Project corridors are presented in **Figure 9**:

1. Arden Way (between Del Paso Boulevard and Evergreen Street)
2. Arden Way (between Evergreen Street and Harvard Street/Blumenfeld Drive)
3. Arden Way (between Harvard Street/Blumenfeld Drive and CA-160/I-80 BUS)
4. Arden Way (between CA-160/I-80 BUS and Ethan Way/Exposition Boulevard/Alta Arden Expressway)
5. Harvard Street (between Arden Way and Silica Avenue)
6. Harvard Street/Auburn Boulevard (between Silica Avenue and Marconi Circle)

Figure 9. Project Corridors



1.4 Project Objectives

The Project is intended to address the following objectives:

- Empower the community in the planning process through meaningful, equitable engagement activities specifically tailored to the underserved community
- Evaluate and identify recommendations to improve safety, accessibility, and mobility for all roadway users
- Collaborate with other agencies, including Sacramento Regional Transit (SacRT or RT), to support access to transit-oriented development, in addition to supporting new and low-income housing
- Enhance access to local businesses, schools, parks, jobs, transit, and other important destinations
- Support local, regional, statewide goals for housing, economic development, multi-modal transportation, sustainability, and social equity
- Promote a healthier community and help achieve greenhouse gas reduction goals by encouraging mode shifts to active transportation and transit as a means of transportation
- Develop a comprehensive safety and mobility plan for the Arden Way and Auburn Boulevard corridors, including cost estimating and an implementation plan to ensure the plan is implementable

These Project objectives are intended to serve as guiding principles as the Project progresses through the planning process. Community engagement in future phases of the Project may reveal additional objectives for the plan and is intended to shape "how" these initial Project objectives will be achieved.



2 LITERATURE REVIEW

In coordination with City staff and in addition to the General Plan and CAAP, six (6) additional planning documents were identified for review in relation to the Project. These plans include the following shared themes:

Safety

- Emphasis on Vision Zero principles
- Targeted improvements on high-injury corridors and intersections
- Speed management and Safe System design
- Prioritization of vulnerable road users

Equity

- Prioritizing underserved and high-need communities
- Improving access for people with limited mobility options
- Centering community-drive engagement

Access and Connectivity

People should be connected to:

- Jobs and commercial centers
- Schools and parks
- Transit nodes
- Essential services

Multimodal Mobility and Network Completion

- Creating complete, continuous walking and biking facilities
- Improving transit operations and reliability
- Designing for all ages and abilities
- Balancing multimodal operations on constrained corridors

Placemaking and Corridor Character

- Streetscape quality (trees, lighting, crosswalks, landscaping)
- Identity and character of neighborhoods and corridors
- Support for local economic vitality

Climate, Air Quality, and Public Health Outcomes

- Supporting mode shift toward walking, biking, and transit
- Reducing vehicle emissions
- Improving shade and heat resilience
- Encouraging active, healthy travel

Implementation Feasibility and Funding Alignment

- Phased implementation strategies
- Cost-effectiveness
- Alignment with grant opportunities
- Prioritization frameworks for limited resources

A full literature review of the planning documents associated with the Project can be found in **Appendix A.**.



3 BUILT ENVIRONMENT

This section summarizes the built environment of the five previously identified Project corridors. Information provided in this section includes the number and width of travel lanes, sidewalk conditions, posted speed limits, presence of bike lanes, and other readily observable features. The presented information was informed by a Project team to the corridor site visit on Wednesday, September 10, 2025. A photo log of select observations from the Project team site visit is provided in Appendix B. A summary table of features for each Project corridor is provided in Appendix C.

3.1 Arden Way (Del Paso Boulevard to Evergreen Street)

This is the westernmost Project corridor, originating at Del Paso Boulevard and ending at Evergreen Street. The roadway corridor is classified as an Arterial within the City's General Plan. The land uses adjacent to the corridor are predominantly neighborhood residential, with some local retail, multi-family residential, and light industrial uses present towards the eastern end of the corridor. A multi-family affordable housing development is currently being constructed on the south side of the corridor, adjacent to the Arden/Del Paso Sacramento Regional Transit (SacRT) Blue Line light rail station. There is no direct access from Arden Way to land uses on the south side of the corridor between Del Paso Boulevard and Royal Oaks Drive/Beaumont Street due to the continuous presence of the SacRT light rail tracks. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. A striped median is present between Del Paso Boulevard and Forrest Street. A striped two-way left-turn lane (TWLTL) is present between Oakmont Street and Evergreen Street.

On-street parking is generally not permitted throughout the corridor, with the north side of Arden Way between Erickson Street and Evergreen Street being the notable exception. There is a long sidewalk gap on the south side of Arden Way between the Arden/Del Paso and Royal Oaks SacRT light rail stations. The Arden Frontage Road runs parallel to the documented sidewalk gap and provides access to Woodlake Park. The Arden Frontage Road serves a low amount of daily vehicle traffic and has limited existing sidewalk with significant gaps. Sidewalk (approximately 5-ft) is generally provided along the north side of the corridor. A dedicated pedestrian hybrid beacon crossing Arden Way is located near the Royal Oaks SacRT light rail station. The corridor frontage with Capital College & Career Academy includes approximately 6-ft wide sidewalk. A notable pavement gap (approximately 90-ft) exists between Del Paso Boulevard and Oxford Street. Sidewalk pavement quality on the north side varies and the width increases to approximately 10-ft near Del Paso Boulevard. Sidewalks along the corridor generally have little to no dedicated cover from vegetation.

Class II bicycle lanes are provided along the south side of the corridor between Oxford Street and Erickson Street and along the north side of the corridor between Forrest Street and Erickson Street. The Class II

bicycle lanes end abruptly beyond these limits approaching both the west and east ends of the corridor. Where present, the Class II bike lane striping is generally in good condition. While structures are provided for light rail rider protection at the Arden/Del Paso and Royal Oaks SacRT stations, only the Arden/Del Paso SacRT station also includes a covered bus stop on the south side of the corridor. The Arden/Del Paso SacRT station also includes an approximately 330-ft long bus turnout to allow for transfers and service staging.

3.2 Arden Way (Evergreen Street to Harvard Street/Blumenfeld Drive)

The Project corridor between Evergreen Street and Harvard Street/Blumenfeld Drive marks a land use transition from predominantly neighborhood residential to a mixture of commercial and light industrial uses. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor is physically defined by the bridge structure carrying Arden Way over the Union Pacific Railroad (UPRR) and SacRT light rail tracks. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches.

On-street parking is not permitted throughout the corridor. Sidewalk (approximately 5-ft) is provided along both sides of Arden Way. Sidewalk pavement quality is generally good. Sidewalks along the corridor generally have no dedicated cover from vegetation.

Class II bicycle lanes are provided along both sides of the corridor from Evergreen Street to approximately 650-ft east of the intersection. The Class II bicycle lanes end abruptly on the bridge beyond these limits. The corridor includes one far-side SacRT bus stop in the westbound direction at the intersection of Harvard Street/Blumenfeld Drive. The SacRT bus stop does not provide seating or shelter. While the westbound SacRT bus stop includes a vehicle turnout.

3.3 Arden Way (Harvard Street/Blumenfeld Drive to CA-160/I-80 BUS)

The Project corridor between Harvard Street/Blumenfeld Drive and CA-160/I-80 BUS is a mixture of commercial and light industrial uses. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor is physically defined by the combinations of on- and off-ramps serving westbound CA-160 and I-80 BUS. The corridor features two travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. A raised concrete median is present between the Harvard Street/Blumenfeld Drive intersection and the westbound CA-160/I-80 BUS ramp intersection.

On-street parking is not permitted throughout the corridor. There is a sidewalk gap on the north side of Arden Way between Harvard Street/Blumenfeld Drive and the CA-160/I-80 BUS interchange. All pedestrians are intended to use the south side of Arden Way along this part of the corridor. A standalone crosswalk exists on the north side of Arden Way across the westbound CA-160/I-80 BUS ramp intersection despite having no connections to sidewalks or other pedestrian facilities. Sidewalk pavement quality is generally good.

The sidewalk width is approximately 8-ft between Harvard Street/Blumenfeld Drive and the CA-160/I-80 BUS interchange. An unmarked, unsignalized pedestrian crossing exists on the south side of Arden Way across the westbound CA-160 on-ramp. Sidewalks along the corridor generally have no dedicated cover from vegetation.

Class II bicycle lanes are not provided along the corridor. The corridor includes one far-side SacRT bus stop in the eastbound direction at the intersection of Harvard Street/Blumenfeld Drive. The SacRT bus stop does not provide seating or shelter. The eastbound SacRT bus stop is in-lane and is located towards the start of the dedicated diverge lane connecting to the CA-160 on-ramp.

3.4 Arden Way (CA-160/I-80 BUS to Ethan Way/Exposition Boulevard/Alta Arden Expressway)

Past the CA-160/I-80 BUS interchange, this Project corridor of Arden Way is bounded by commercial land uses on the north and south side of the road. Arden Fair Mall borders almost the entire north side of the corridor. Multi-family residential development has recently been constructed towards the west end of the corridor. The roadway corridor is classified as an Arterial within the City's General Plan. The corridor generally features four-travel lanes in each direction with left-turn pockets at all Arden Way signalized intersection approaches. The numbers and orientations of lanes change approaching/departing the CA-160/I-80 BUS interchange. The corridor features several unsignalized eastbound left-turn pockets into the Arden Fair Mall. A raised landscaped median is present along the corridor between the eastbound I-80 BUS ramp intersection and the Ethan Way/Alta Arden Expressway/Exposition Boulevard intersection.

On-street parking is not permitted throughout the corridor. There is a sidewalk gap on the south side of Arden Way between the eastbound CA-160/I-80 BUS off-ramp and Point West Way. The only pedestrian facilities between the eastbound CA-160/I-80 BUS off-ramp and Point West Way are on the north side of Arden Way. Sidewalk (approximately 6-ft) is provided along both sides of Arden Way between Point West Way and the Ethan Way/Alta Arden Expressway/Exposition Boulevard intersection. All pedestrians are intended to be directed to use the south side of Arden Way at the I-80 BUS on-ramp intersection. An unmarked, unsignalized pedestrian crossing exists on the north side of Arden Way across the I-80 BUS on-ramp leading to an approximately 5-ft wide sidewalk. Sidewalk pavement quality is generally good. Sidewalks along the corridor generally have little cover from vegetation, although some protection is provided by the mature trees present in sections of the landscaped median towards the east end of the corridor. The pedestrian connectivity and wayfinding at the Arden Way intersections with Alta Arden Expressway, Ethan Way, and Exposition Boulevard are both indirect and challenging to decipher.

There are no Class II bicycle lanes on this corridor. The corridor includes the Arden Fair Transit Center for SacRT bus service. The primary stop is on the east side of the Arden Fair Transit Center mall driveway (on the mall property) and includes covered passenger facilities. The associated Arden Fair Transit Center SacRT bus stop on the north side of Arden Way includes both a shelter and a bus turnout lane approximately 100-

ft long. An additional eastbound SacRT bus stop on the south side of Arden Way located in advance of the Arden Way/Alta Arden Expressway split includes passenger cover.

3.5 Harvard Street (Arden Way to Silica Avenue)

This Project corridor extends between Arden Way and Silica Avenue. The roadway corridor is classified as a Minor Collector within the City's General Plan. The land uses adjacent to the corridor include regional employment (the Harvard Park Business Center) and hotels with some light industrial uses present toward the north end of the corridor. The corridor predominantly features two travel lanes in each direction while transitioning down to one-lane in each direction approaching/departing Silica Avenue. A landscaped/concrete median is present towards the southern approach to the Arden Way intersection and transitions to a striped two-way left-turn lane (TWLTL) along the north half of the corridor.

On-street parking is not permitted throughout the corridor. Sidewalk (approximately 5-ft) is generally provided along improved frontages throughout the corridor. Approximately 430-ft of frontage along the east side of the corridor approaching Silica Avenue does not have sidewalk. Where present, sidewalk pavement quality is generally good along the corridor. The sidewalks along the corridor generally have good cover from vegetation.

Class II bicycle lanes are provided along improved frontages throughout the corridor. Similar to the sidewalk conditions, there is a Class II bicycle lane striping gap along the east side of the corridor approaching Silica Avenue. There is no existing SacRT bus service throughout the corridor.

3.6 Harvard Street/Auburn Boulevard (Silica Avenue to Marconi Circle)

This Project corridor extends between Silica Avenue and Marconi Circle. The roadway corridor is classified as a Major Collector within the City's General Plan. The land uses adjacent to the corridor are light industrial and industrial. Past the Van Ness Street/Frienza Avenue intersection, neighborhood residential land uses exist behind the industrial frontage along the east side of the corridor. The west side of the corridor is continuously bounded by the UPRR and SacRT light rail tracks. The corridor features one-travel lane in each direction. No medians are present along the corridor.

On-street parking is not permitted along the west side of the corridor. On-street parking is generally provided along the east side of the corridor north of El Camino Avenue. Sidewalk (approximately 5-ft) is provided along improved frontages along the east side of the corridor. The existing sidewalk along the east side of the corridor is inconsistent in continuity, pavement type, and pavement quality. There is no sidewalk along the west side of the corridor. Sidewalks along the corridor generally have no cover from vegetation.

Class II bicycle lanes are generally provided throughout the corridor, although the pavement striping quality varies significantly. There is no existing SacRT bus service throughout the corridor. Although the north end of the corridor is relatively close to the Marconi/Arcade light rail station (approximately 270-ft as measured from the Auburn Boulevard/Marconi Circle (south) intersection to the station platform), the required pedestrian path of travel is measured to be approximately 4,000-ft. Little to no wayfinding exists in the area directing prospective riders on how to access the station.





4 DATA COLLECTION

The following section outlines data that was collected as part of the existing conditions analysis.

4.1 Traffic Data

Vehicle, pedestrian, and bicycle traffic data was collected on a typical weekday in August 2025 to establish existing conditions for different vehicle modes throughout the Project corridors. The traffic data collection included weekday AM peak-hour (7-9 AM) and PM peak-hour (4-6 PM) intersection turning movement counts (TMC) at nineteen (19) locations and 24-hour roadway segment counts (ADT), including vehicle speed profiles, at eight (8) locations. Intersections and roadway segments where traffic data was collected are presented in **Figure 10**. The TMC and ADT data was collected concurrently on the same weekday. **Figure 11**, **Figure 12**, and **Figure 13** present the AM and PM peak-hour intersection TMC data. **Figure 14** presents the roadway segment ADT. **Figure 15** presents 85th-percentile (prevailing) roadway segment speed data relative to the observed posted speed limits. Traffic data summary sheets collected for this Project are included in **Appendix D**.

Current signal timing parameters were provided by the City for signalized study intersections throughout the Project area. The signal timing parameters were used in the traffic analysis to best reflect existing operational conditions.

4.2 Safety Data

The City provided existing five-year crash data from their Crossroads database covering the 5-year period of January 2020 to December 2024. The crash data included georeferenced Property Damage Only (PDO) and Fatal and Serious Injury (FSI) crashes with additional information relating to the vehicles involved (personal vehicle, bicyclist, pedestrian, etc.), collision type (broadside, rear-end, sideswipe, etc.), and contributing cause (speed, under the influence, improper turning, etc.). While the City crash data included PDO incidents, the safety analysis summarized in this report focused only on FSI collisions within the City dataset.

The Project team and Technical Advisory Committee (TAC) participated in a Road Safety Audit (RSA) on Monday, November 17, 2025. The Project TAC is comprised of representative members of different City groups within the Department of Public Works. The RSA site visit included stops at seven strategic locations throughout the Project area to allow for small group observations and discussion regarding existing safety conditions and challenges for all modes of transportation.

Figure 10. Project Area Study Intersections and Roadway Segments



Figure 11. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (West Leg)

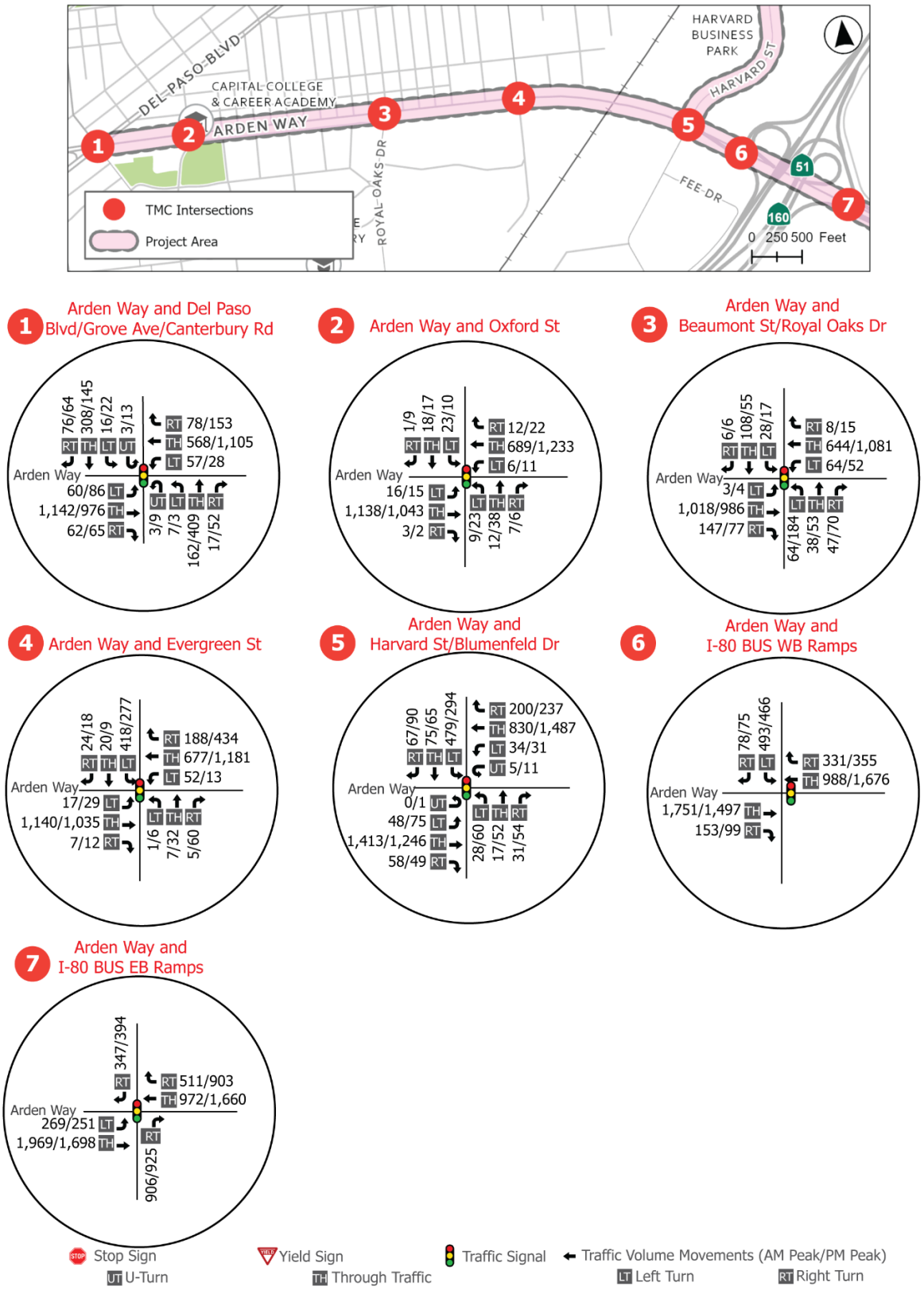


Figure 12. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (East Leg)

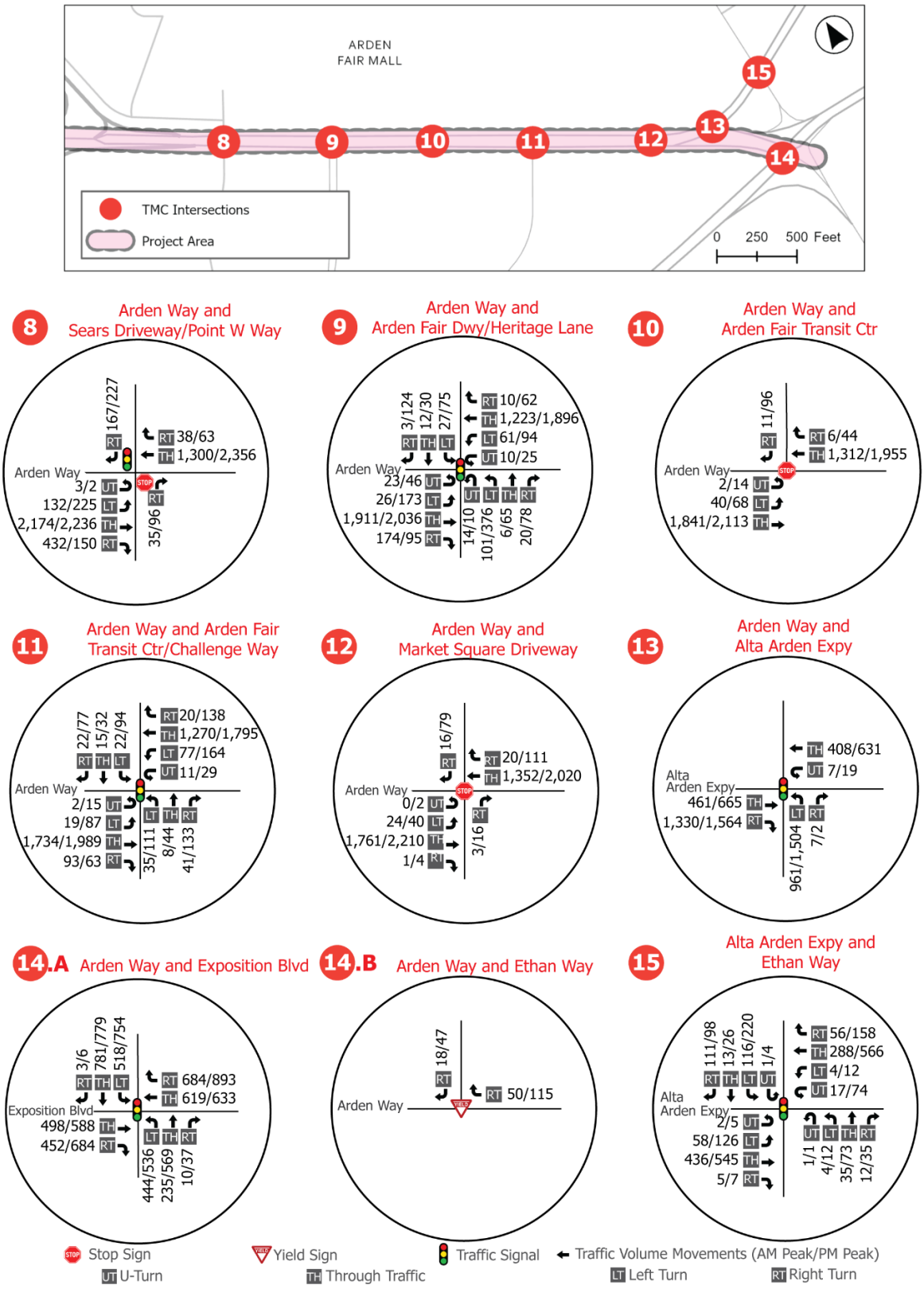


Figure 13. Existing (2025) Weekday Peak-Hour Intersection Turning Movement Counts (North Leg)

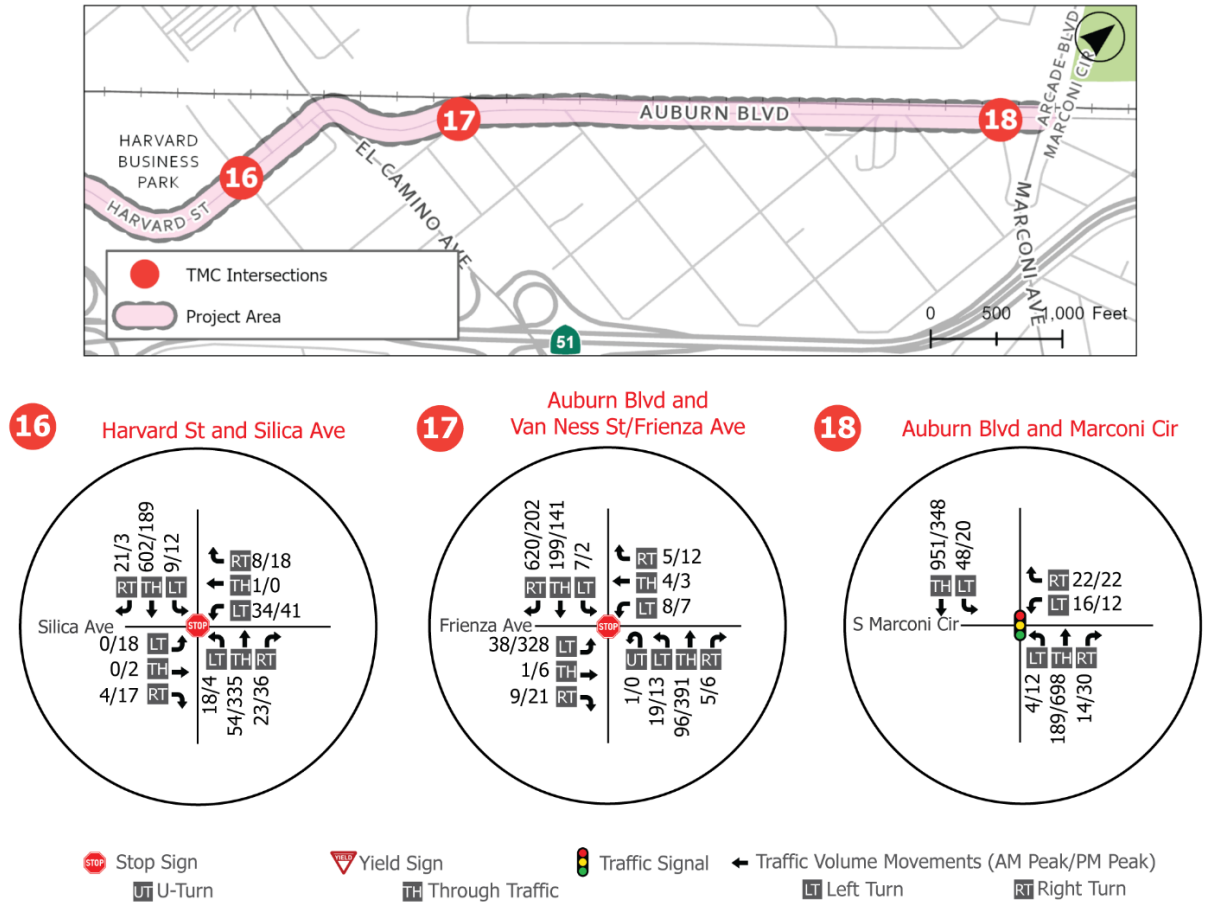


Figure 14. Existing (2025) Weekday 24-Hour Roadway Segment Counts

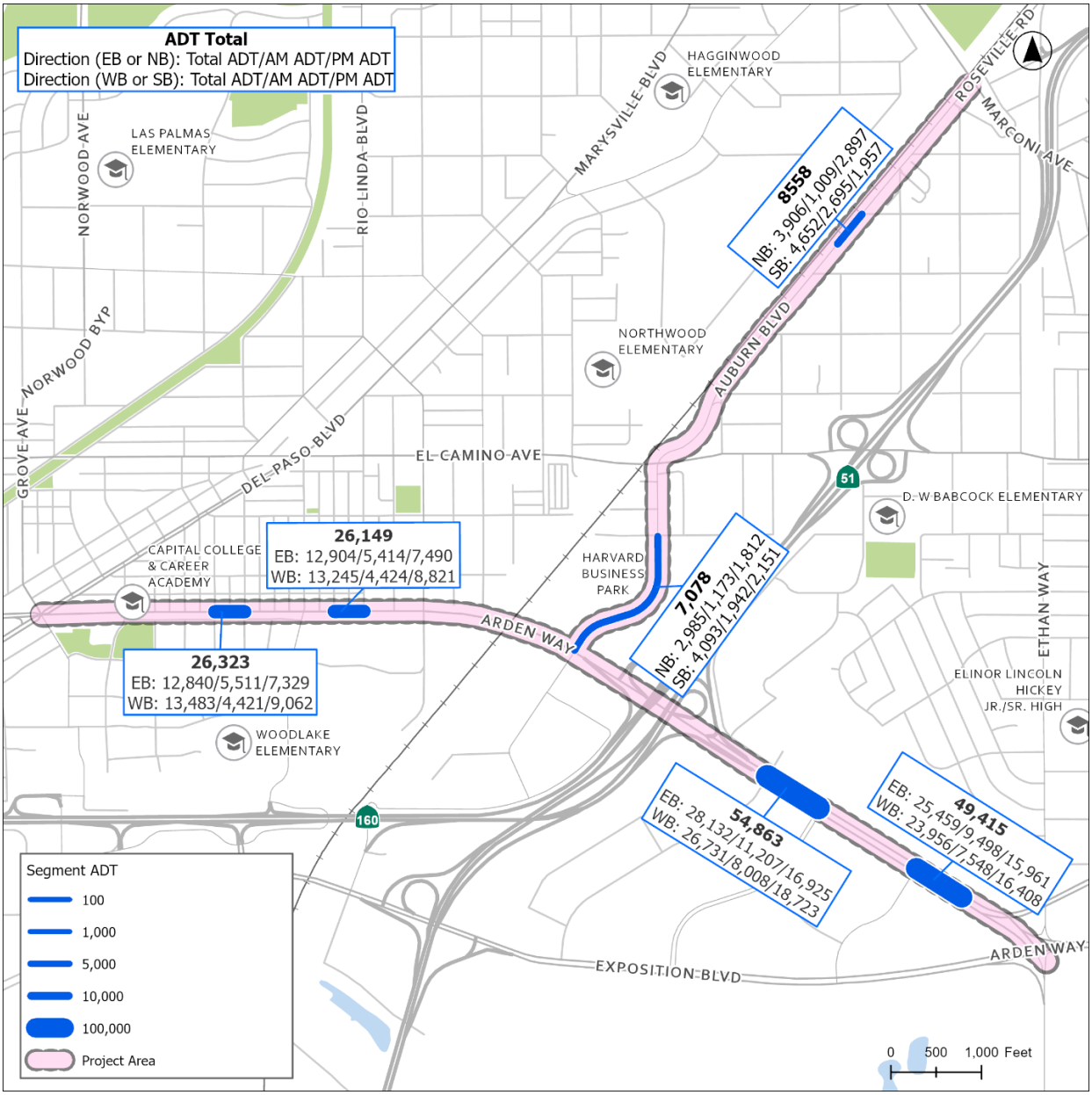
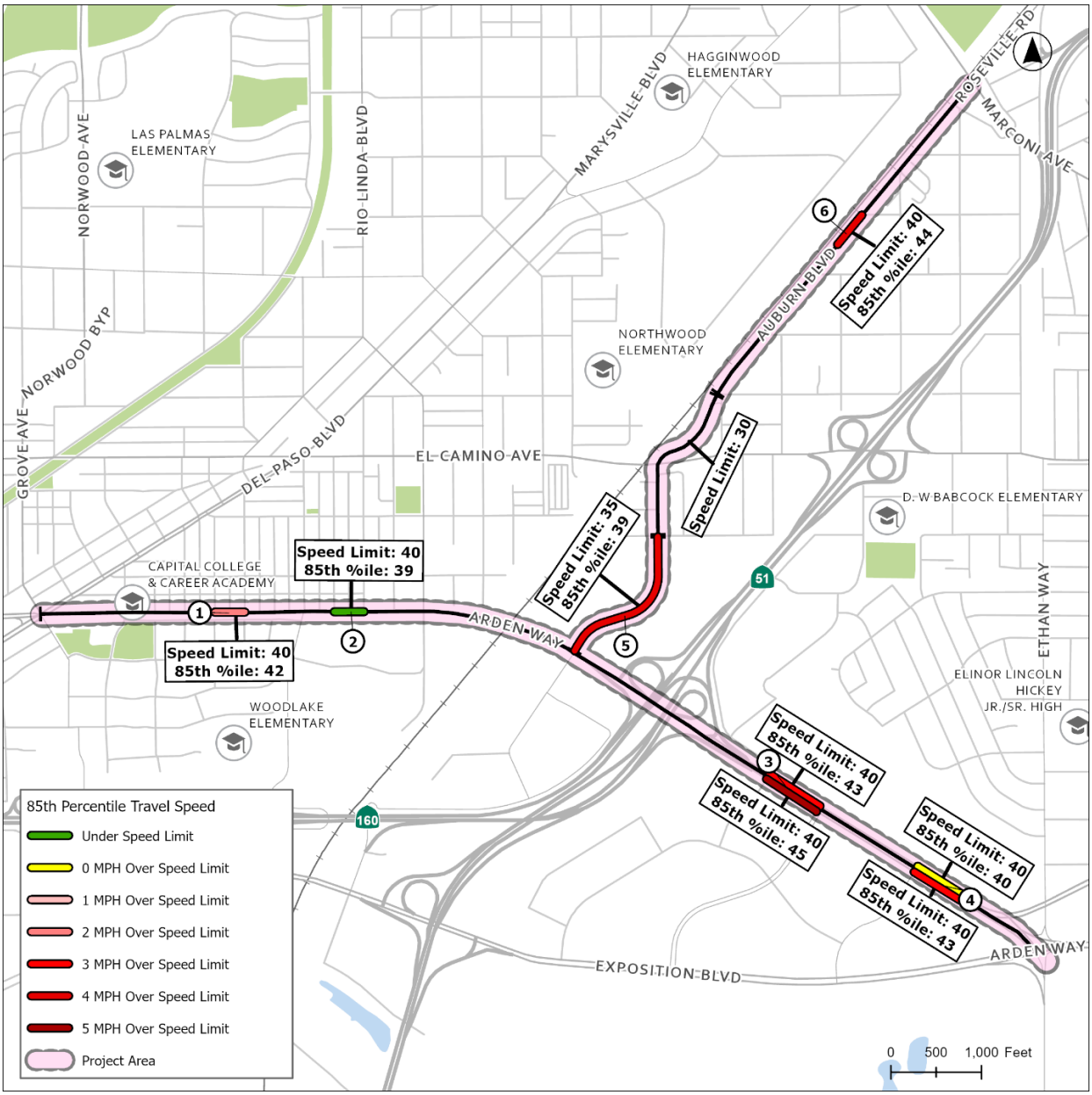


Figure 15. Existing (2025) Weekday 85th-percentile Roadway Segment Speeds



4.3 LTS Data

Data relating to the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Traffic Stress (PLTS) was collected from the City of Sacramento's *Active Transportation Plan*[9] (ATP). Data provided in the ATP was used in the Project LTS analysis to ensure consistency between the planning documents. Data from the ATP pertaining to LTS is focused predominantly on the following roadway characteristics:

- Posted speed limit
- Number of travel lanes
- Presence/width of bicycle lanes
- Sidewalk presence/width
- Sidewalk buffer width/type

Data from the City's ATP was supplemented by the Project team's site visit to the Project area on Wednesday, September 10, 2025.

4.4 Transit Data

The Project team coordinated with SacRT to obtain a variety of data, including ridership for light rail/bus lines proximate to the Project area and parking occupancy at light rail stations. The following data was provided by SacRT:

- Weekday average SacRT light rail station boarding and alighting (April-June 2025 schedule and July 2025)
- Weekday average SacRT bus stop boarding and alighting (April-May 2025)
- Monthly average SacRT light rail station parking counts (January 2007 through February 2020)

Data provided by SacRT has been filtered by relevancy to the Project area and is provided in Appendix E.

[9] *Streets for People: Sacramento's Active Transportation Plan*, City of Sacramento, August 2025.

5 TRAFFIC/MULTIMODAL ANALYSIS

The following section is divided into two parts, traffic data analysis and multimodal analysis, reflecting the existing conditions of the Corridor.

5.1 Traffic Analysis

5.1.1 Analysis Methodology

The LOS traffic evaluation for the intersections and roadway segments shown in **Figure 10** were performed in accordance with the City's published guidelines[10]. The City's General Plan[4] does not include LOS thresholds as a standard of operational significance. **Table 1** presents intersection LOS definitions as defined in the *Highway Capacity Manual* (HCM), *7th Edition*. The intersection LOS analysis was conducted for the weekday AM and PM peak-hours with the Synchro® traffic analysis software using data captured as summarized in Section 4.1.

Table 1. Intersection Level of Service Criteria

LOS	Un-Signalized Average Control Delay* (seconds/vehicles)	Signalized Average Control Delay (seconds/vehicles)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: *Highway Capacity Manual*, 7th Edition

*Applied to the worst lane/lane group(s) for Side-Street Stop Controlled (SSSC)

5.1.2 Intersection Level of Service (LOS)

Results of the intersection LOS traffic analysis are provided in **Figure 16.**. Analysis worksheets for the intersection LOS traffic analysis are provided in **Appendix F**.

[10] *City of Sacramento Traffic Impact Guidelines,* City of Sacramento Department of Public Works, December 2022.

Figure 16. Project Study Intersection Existing (2025) LOS Results



As presented in **Figure 16**, the study intersections primarily operate between LOS A and D during the weekday AM and PM peak hours under Existing (2025) conditions with the following exceptions:

- The southern portion of Intersection #8 (Arden Way at Point West Way) is shown to operate at LOS F during the weekday PM peak-hour as a side-street stop controlled (SSSC) intersection.
- Intersection #17 (Auburn Boulevard at Van Ness Street/Frienza Avenue) is shown to operate at LOS F during the weekday PM peak-hour as a SSSC intersection.

5.1.3 Intersection Queueing

A queuing study was conducted to evaluate the capacity of the existing turn lanes at the signalized study intersections. Synchro® reports were used to conduct the queuing analysis. The 95th-percentile vehicle queues were compared against the existing vehicle storage lengths at select intersection movements to determine if the queues are anticipated to exceed their available storage. Summary results of the queuing evaluation are presented in **Table 2.** Analysis worksheets documenting vehicle queues are provided in **Appendix F**.

As presented in **Table 2**, the reported 95th-percentile queues at the study intersections are predominantly contained during the weekday AM and PM peak hours under Existing (2025) conditions with the following exception:

- The 95th-percentile queue on the eastbound left-turn movement at Intersection #15 (Alta Arden Expressway at Ethan Way) is shown to exceed the available storage during the weekday PM peak-hour.



Table 2. Project Study Intersection Existing (2025) Queueing Evaluation

Intersection / Analysis Scenario	Movement	Available Storage (ft)	AM Peak-Hour 95th % Queue (ft)	PM Peak-Hour 95th % Queue (ft)
#1 Arden Way at Del Paso Blvd	EBL	225	105	140
	WBL	185	105	65
#2 Arden Way at Oxford St	EBL	70	25	30
	WBL	110	15	25
#3 Arden Way at Beaumont St/Royal Oaks Dr	EBL	100	10	10
	WBL	100	70	60
#4 Arden Way at Evergreen St	EBL	90	30	40
	WBL	115	60	25
#5 Arden Way at Harvard St/Blumenfeld Dr	EBL	200	40	70
	WBL	275	45	55
#6 Arden Way at US-80 WB Ramps	SBLR	1,450	130	180
#7 Arden Way at US-80 EB Ramps	EBL	180	115	150
#8 Arden Way at Sears Dwy/Point West Way	EBL	465	50	155
#9 Arden Way at Arden Fair Dwy/Heritage Ln	EBL	330	45	170
	WBL	220	60	110
#11 Arden Way at Arden Fair Transit Ctr/Challenge Way	EBL	200	45	180
	WBL	380	65	150
#14 Arden Way/Ethan Way at Exposition Blvd/Arden Way	SBL	530	245	460
	NBL	310	245	300
#15 Alta Arden Expy at Ethan Way	EBL	105	60	135
	WBL	115	30	100
#18 Auburn Blvd at Marconi Cir	SBL	160	45	30

Notes: For approaches with dual left-turn lanes, the longest queue length is reported.
Shaded cell indicates queue exceeds storage by > 25' (one vehicle length).

5.1.4 Intersection Signal Warrant Evaluation

A Peak-Hour traffic signal warrant (Warrant 3) evaluation was conducted consistent with guidance provided in the *California Manual on Uniform Traffic Control Devices* (CMUTCD). The Warrant 3 evaluation is based on intersection delay and peak-hour traffic volume on the intersection approaches. The Warrant 3 evaluation was conducted for unsignalized study intersections where weekday peak-hour traffic data were collected. Summary results of the Warrant 3 evaluation are presented in **Table 3.** Analysis worksheets documenting the Warrant 3 findings are provided in **Appendix G**.

Table 3. CMUTCD Signal Warrant 3 (Peak-Hour) Evaluation

ID	Intersection	Existing (2025)	
		AM Peak-Hour	PM Peak-Hour
10	Arden Way at Arden Fair Transit Ctr	No	Yes
12	Arden Way at Markey Square Dwy	No	Yes
16	Harvard St at Silica Ave	No	No
17	Auburn Blvd at Van Ness St/Frienza Ave	Yes	Yes

Locations where a signal is warranted during a peak hour are shaded.

Note: Peak-hour warrant is satisfied if Condition A or B is satisfied

As presented in **Table 3**, Warrant 3 conditions are satisfied at three of the four unsignalized study intersections included in the analysis per the guidance provided in the CMUTCD. Of the study intersections that satisfy Warrant 3, only Intersection #17 (Auburn Boulevard at Van Ness Street/Frienza Avenue) exhibits a peak-hour LOS beyond LOS D under Existing (2025) traffic conditions. The CMUTCD provides the following guidance regarding unsignalized intersections that satisfy a signal warrant:

> *"The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."*

5.1.5 Roadway Segment Evaluation

The City's Maximum Daily Volume (Average Daily Traffic [ADT]) thresholds for different street designations as presented in **Table 4**. The roadway segment thresholds may be compared against the weekday ADT data collected as summarized in Section 4.1.

Table 4. Roadway Segment Maximum Daily Volume (ADT)

Street Designation	Number of Lanes	Daily Volume (ADT)	
		Minimum	Maximum
Local Residential	2	0	4,500
Local Commercial	2	0	16,000
Local Industrial	2	0	16,000
Minor Collector	2	4,500	8,000
Major Collector	2	8,000	13,000
	4	17,000	25,000
Arterial	4	18,000	27,000
	6	27,000	54,000

Arterial Source: City of Sacramento Design and Procedures Manual. Street Design Standards. Section 15 - Street Design Standards, Plate 15-1 Street Design Guidelines

As presented in **Figure 14**, the roadway segment volumes collected as part of the Project are within the ADT thresholds established by the City for their respective street designations.

5.2 Safety Analysis

This section summarizes the safety analysis based on a preliminary review of available crash data (January 2020 through December 2024). Due to the distinct characteristics of the facilities, the crash data was analyzed independently for the Arden Way and Auburn Boulevard/Harvard Street Project segments. Supporting technical memoranda documenting the safety analysis for Arden Way and Auburn Boulevard/Harvard Street are provided in **Appendix H**.

The Road Safety Audit (RSA) of the Project area performed by the Project team and TAC on Monday, November 17, 2025, resulted in the identification of several points of interest meriting closer consideration as the Project progresses to the Public Outreach and Alternatives Development phases. Summary graphics highlighting points of interest from the RSA are included in **Appendix I**.

The Project safety analysis focused on identifying high-crash locations, crash patterns, and contributing factors that may inform the design of targeted safety countermeasures as part of the Project improvements. The

effort is not intended to represent a final safety assessment, rather but serves as an interim step to guide further evaluation and public engagement as the Project team begins to identify targeted improvements.

5.2.1 Arden Way

- The Arden Way segment experienced 295 Injury crashes, 17 serious injury crashes, and three fatal crashes during the five-year study period.
- Motor vehicles were involved in the majority of crashes on the segment. Pedestrians were involved in 2% of the crashes considered on the segment, yet 25% of the Pedestrian-involved crashes resulted in a Fatality or Serious Injury (FSI). In a similar manner, Bicyclists were involved in 5% of all crashes considered on the segment and 7% of the Bicyclist-involved crashes resulted in a FSI.
- The predominant crash types on the segment are Rear End (39%), Broadside (34%), and Sideswipe (12%).
- The time of day where most FSI crashes were observed was between 9 PM and midnight.

5.2.2 Auburn Boulevard/Harvard Street

- The Auburn Boulevard/Harvard Street segment experienced 43 Injury crashes, six serious injury crashes, and two fatal crashes during the five-year study period.
- Motor vehicles were involved in the majority of crashes on the segment. Pedestrians were involved in 9% of the crashes considered on the segment, yet 50% of the Pedestrian-involved crashes resulted in a Fatality or Serious Injury (FSI). In a similar manner, Bicyclists were involved in 5% of all crashes considered on the segment and 50% of the Bicyclist-involved crashes resulted in a FSI.
- The predominant crash types on the segment are Rear End (35%), Broadside (30%), and Hit Object (14%).
- The time of day where most FSI crashes were observed was between 9 PM and midnight.

5.3 LTS Analysis

This section summarizes the Pedestrian Level of Traffic Street (PLTS), Bicycle Level of Traffic Stress (BLTS), Pedestrian Crossing Level of Traffic Stress (PxLTS), and Crossing Spacing throughout the Project area. A technical memorandum documenting the procedure and outcomes of the LTS and Crossing Space analysis is provided in **Appendix J**.

5.3.1 PLTS/BLTS

PLTS and BLTS scores are provided on a whole number range from 1 (lowest stress) to 4 (highest stress). Scores of 1 or 2 can be considered "comfortable/low stress" while scores of 3 or 4 can be considered "uncomfortable/high stress". The following summary of the PLTS and BLTS throughout the Project area is provided based on the analysis criteria and Project area's built environment:

- Arden Way: PLTS = 4, BLTS = 4
- Auburn Boulevard (north of Frienza Avenue): PLTS = 4, BLTS = 4
- Auburn Boulevard/Harvard Street (between Silica Avenue and Frienza Avenue): PLTS = 3, BLTS = 2
- Harvard Street (south of Silica Avenue): PLTS = 3, BLTS = 3

5.3.2 PxLTS

The PxLTS analysis is intended to analyze how "comfortable or safe" it feels to cross the street as a pedestrian. The analysis starts with a baseline level of crossing stress and subsequently makes adjustments based on the presence of crossing enhancements (e.g., median islands, RRFBs, etc.). PxLTS scores are provided on a whole number range from 1 (lowest stress) to 4 (highest stress). 1 can be considered low stress, 2 can be considered low stress for adults, 3 represents moderate stress, and 4 represents a high stress crossing environment. The following summary of the PxLTS throughout the Project area is provided based on the analysis criteria and Project area's built environment:

- Arden Way
  - Arden Way crossings: PxLTS = 3 or 4
  - Arden Way side street crossings: PxLTS = generally 1 or 2
- Harvard Street/Auburn Boulevard
  - Harvard Street/Auburn Boulevard crossings: PxLTS = generally 3 or 4
  - Harvard Street/Auburn Boulevard side street crossings: PxLTS = 1 or 2

5.3.3 Crossing Spacing

The Crossing Spacing analysis evaluates the availability and distribution of crossing opportunities throughout the Project area. It is intended to identify long distances between crossings which might create barriers for pedestrians and cyclists and to highlight those locations which might provide opportunities for targeted crossing improvements. The analysis methodology assesses marked crosswalk frequency and is based on the City's *Pedestrian Crossing Guidelines*[11] which state that High Injury Network corridors (such as Arden Way) should have a marked crosswalk frequency of 1,200-feet or less.

The Crossing Spacing analysis concludes that the majority of both the Arden Way and Auburn Boulevard/Harvard Street Project area do not conform to the City's guidelines regarding crossing spacing.

[11] *2021 Pedestrian Crossing Guidelines – Treatment Applications Guide*, City of Sacramento, April 2021.

5.4 Transit Analysis

This section summarizes transit ridership data for locations proximate to the Project area. The transit ridership data is for light rail and bus routes that serve the Project area.

5.4.1 Light Rail

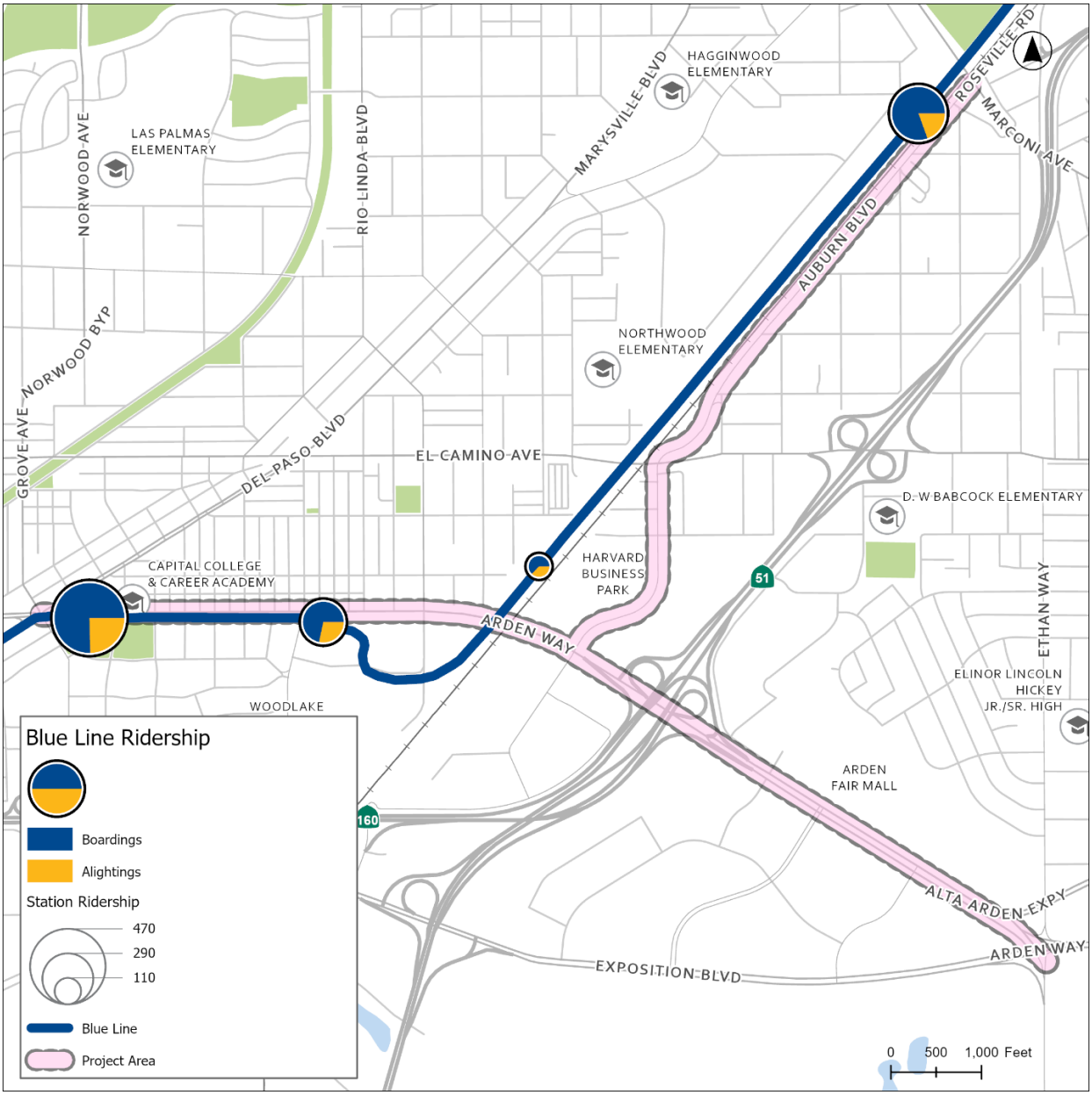
Figure 17 presents passenger boarding and alighting data for an average weekday at the four light rail stations proximate to the Project area. The busiest stations bookend the west and north legs of the Project area, with the Arden/Del Paso station being the busiest of the four with Marconi/Arcade in second. Per **Figure 8**, both the Arden/Del Paso and Marconi/Arcade stations provide connecting service to SacRT bus routes. The Marconi/Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs Project. "Mobility Hubs" are intended to offer historically disadvantaged neighborhoods with multiple transportation options

5.4.2 Bus

Figure 18 presents passenger boarding and alighting data for an average weekday at the bus stops located throughout the Project area. Bus service is only provided along Arden Way. The busiest bus stops along Arden Way are the Arden/Del Paso station on the west end and the Arden Fair Transit Center on the east end. No bus service is provided along Auburn Boulevard/Harvard Street. The Marconi/Arcade station exhibits a relatively high amount of boarding and alighting compared to the other stops measured near the Project area.

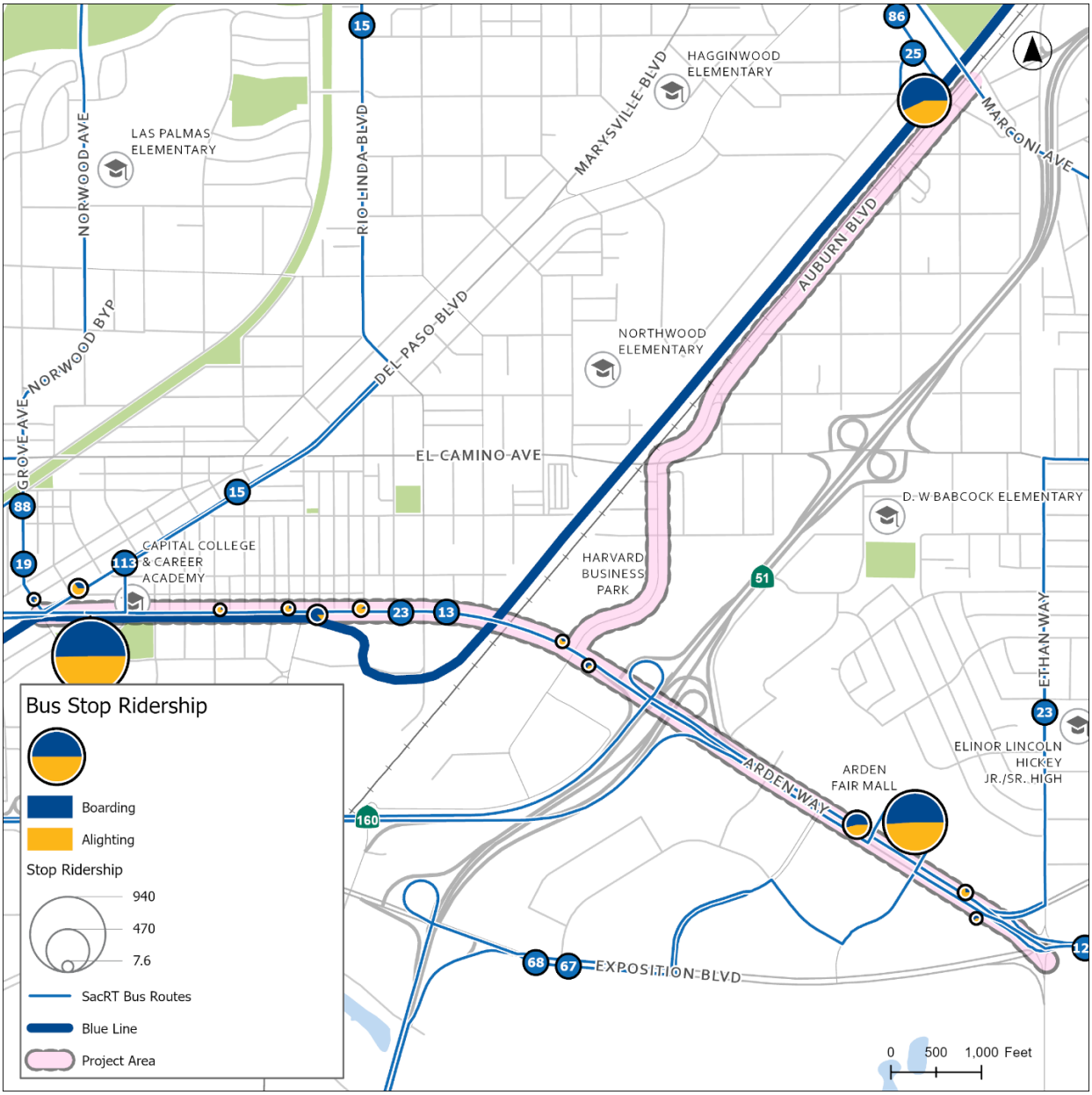


Figure 17. SacRT Light Rail Station Weekday Average Boarding/Alighting (April-June 2025)



Source: Ridership data provided by Sacramento Regional Transit

Figure 18. SacRT Bus Stop Weekday Average Boarding/Alighting (April-May 2025)



Source: Ridership data provided by Sacramento Regional Transit

6 PUBLIC ENGAGEMENT

The following section documents both public engagement efforts that have been completed to date and efforts that are planned in the near future.

6.1 Technical Advisory Committee (TAC)

The Project TAC was formed to represent the technical interests of the City's Department of Public Works (Public Works). Project TAC meetings are intended to build upon the collective existing knowledge of the diverse groups within Public Works. The following TAC engagement has occurred to date:

- TAC kickoff meeting was held on Friday, November 14, 2025. The kickoff meeting allowed the Project team to introduce the Project area to the TAC members while soliciting their feedback regarding existing conditions and planned projects to be mindful of through the Project process. The kickoff meeting was also used to educate members of the TAC on the purpose of the RSA and to review the RSA logistics.
- The TAC participated in the RSA conducted on Monday, November 17, 2025. The RSA included seven strategic stops throughout the Project area and provided the Project team and TAC opportunities to discuss prior knowledge while considering new observations from the field. The RSA outing is anticipated to provide a secondary benefit of ensuring all participating TAC members have experienced the physical conditions of the Project area firsthand and may therefore be able to relate more closely to proposed improvements as the Project advances.

6.2 Public Outreach

Public outreach for the Project will be held in three distinct phases. Phase 1 (Listening) corresponds with understanding the qualitative, lived experiences of the public who live, work, and travel along the Project area. During the Summer/Fall 2025, the Project team completed preliminary research regarding community based groups to contact when organizing public engagement events and compiled those contacts into a working community outreach database. This database is available to the City. During this same time period, the Project team also collaborated with the City to develop content for a Project website. The website will serve as a source for updates to the community during the life of the Project.

Phase 1 community events related to the Project were held in February and March 2026. The quantitative findings included in the existing conditions report were brought before the community for their feedback so as to ensure qualitative aspects of Arden Way and Auburn Boulevard/Harvard Street are not overlooked as the Project advances. The outreach efforts completed in February/March 2026 also provided an opportunity for the public to shape/inform the vision, goals, and direction of the Project. Documents summarizing outcomes from three Phase 1 in-person Project outreach events are included in Appendix K.

6.3 Sacramento Regional Transit (SacRT)

The Project team coordinated with planners from Sacramento Regional Transit during August and September 2025 to discuss past, current, and future transit endeavors at SacRT facilities that could affect the Project area. The SacRT planners informed the Project team that the Marconi/Arcade station has been identified for the pilot phase of the SacRT Mobility Hubs Project. "Mobility Hubs" are intended to offer historically disadvantaged neighborhoods with multiple transportation options. These coordination efforts also enabled SacRT to share the light rail/bus ridership and light rail parking occupancy data that is included in the existing conditions report.

6.4 California Department of Transportation (Caltrans)

The Project team coordinated with planners from Caltrans in March 2026 to discuss current and future infrastructure projects at Caltrans facilities that could affect the Project area. The conversation was primarily focused on near- and long-term outlooks for the Arden Way interchange with SR-160/I-80 BUS. Caltrans indicated that no modifications are anticipated on their proximate facilities within the next 10 years. The Project team will continue to coordinate with Caltrans as the Project advances.

7 NEXT STEPS

The following Project efforts are anticipated to take place in the next six months following completion of the Existing Conditions Report:

- January-April 2026
  - The Project team will conduct Phase 1 public engagement meetings with community partners and interested members of the public to solicit qualitative input intended to supplement the quantitative analysis while shaping the ultimate direction of the Project.
  - The Project team will discuss/establish measures of performance that will be used when evaluating the efficacy of project alternatives.
- April-August 2026
  - The Project team will develop Project alternatives that will be considered for Arden Way and Auburn Boulevard/Harvard Street.
  - The Project team will reengage with the TAC to refine the Project alternatives under consideration.
  - The Project team will conduct public engagement meetings with community partners and interested members of the public to solicit feedback regarding the Project alternatives that are developed.
  - The Project team will develop/refine a preferred Project alternative for inclusion in the plan.

Appendix A: Project Literature Review

TOOLE DESIGN

PLAN AND POLICY REVIEW

ARDEN-AUBURN MOBILITY PLAN

November 19, 2025

ARDEN-AUBURN MOBILITY PLAN

INTRODUCTION AND PURPOSE

This memo summarizes key goals, priorities, and infrastructure recommendations for the Arden Way and Auburn Boulevard/Harvard Street corridors drawn from recent Sacramento transportation planning documents. The purpose of this memo is to consolidate relevant policy direction, highlight consistent themes, and identify where planned improvements align, providing a foundation that can inform this study's goals and its prioritization criteria for advancing safety and multimodal mobility.

KEY GOALS AND PRIORITIES

The following summary presents the shared goals and priorities present across relevant Sacramento planning documents. These themes can directly inform the goals and evaluation criteria developed in future project phases.

1. **Safety:** Across all plans, reducing crashes, especially fatalities and serious injuries, is the most prominent priority. Themes include:
    - Emphasis on Vision Zero principles
    - Targeted improvements on high-injury corridors and intersections
    - Speed management and Safe System design
    - Prioritization of vulnerable road users
2. **Equity:** Most plans call for transportation resources and improvements that address historic inequalities. Common threads include:
    - Prioritizing underserved and high-need communities
    - Improving access for people with limited mobility options
    - Centering community-driven engagement
3. **Access and Connectivity:** Plans consistently emphasize improving everyday mobility by connecting people to:
    - Jobs and commercial centers
    - Schools and parks
    - Transit nodes
    - Essential services
4. **Multimodal mobility and network completion:** A strong emphasis across plans is on building networks, not isolated projects. Themes include:
    - Creating complete, continuous walking and biking facilities
    - Improving transit operations and reliability
    - Designing for all ages and abilities
    - Balancing multimodal operations on constrained corridors
5. **Placemaking and corridor character:** Several plans highlight the role of transportation in shaping sense of place. Recurring themes include:
    - Streetscape quality (trees, lighting, crosswalks, landscaping)
    - Identity and character of neighborhoods and corridors
    - Support for local economic vitality
6. **Climate, air quality, and public health outcomes:** Environmental and health outcomes appear across many documents. Themes include:
    - Supporting mode shift toward walking, biking, transit
    - Reducing vehicle emissions

    - Improving shade and heat resilience
    - Encouraging active, healthy travel
7. **Implementation feasibility and funding alignment:** Nearly all plans acknowledge real-world constraints and emphasize deliverability. Patterns include:
    - Phased implementation strategies
    - Cost-effectiveness
    - Alignment with grant opportunities
    - Prioritization frameworks for limited resources

KEY INFRASTRUCTURE RECOMMENDATIONS

- **Arden Way:** Multiple plans, including the Transportation Priorities Plan, Vision Zero Update, and Arden Way Complete Streets Master Plan, highlight Arden Way as a high priority corridor for multimodal investment. Recommended improvements include Class II and raised bike lanes, pedestrian amenities (wider sidewalks, lighting, landscaping, and crossing), and upgraded traffic signals.
- **Auburn Boulevard / Harvard Street:** This corridor is consistently recognized as a high-priority investment area, with a strong emphasis on pedestrian infrastructure. Recommended improvements include wider sidewalks, pedestrian-scale lighting, landscaping, and improved crossings between El Camino Avenue and Connie Drive.

DOCUMENT DETAILS

The following section notes the geographic area and purpose of each document, in addition to noting any corridor-specific infrastructure recommendations.

Sacramento Transportation Priorities Plan (2022)

- **Geographic area:** Citywide
- **Purpose:** Establishes a citywide strategy for how Sacramento selects and funds transportation projects. Lays out transportation funding needs and provides a prioritization methodology focused on equity, safety, access, climate/health, and maintenance to decide which projects should advance first.
- **Arden Way Infrastructure Recommendations:** Recommends Class II bike lanes on Arden Way with a high priority based on the Bike Master Plan. Pedestrian improvements are recommended from Beaumont St to Evergreen St as a medium priority, and include wider sidewalks, pedestrian scale lighting, landscaping, higher quality street crossings, banners/signs, and trash bins. Arden Way is also identified to improve traffic signals as it is part of an Intelligent Transportation System/Traffic Signal Master Plan.
- **Auburn Boulevard / Harvard Street Infrastructure Recommendations:** Auburn Blvd is identified as a high priority project for transportation investment. This includes wider sidewalks, pedestrian scale lighting, landscaping, and higher quality street crossings from El Camino Ave to Connie Dr.

Sacramento Vision Zero Update (2023)

- **Geographic area:** Citywide
- **Purpose:** Provides an update on City goal to eliminate traffic fatalities by 2027. Summarizes the City's progress toward eliminating traffic deaths and serious injuries, updates collision data and high-injury locations, and refines strategies for the next phase of work. Clarifies priorities and outlines actionable steps to improve safety, especially for underserved communities.

- **Key Relevance:** This plan identifies Arden Way and Auburn Blvd as part of the high injury network.

Arden Way Complete Streets Master Plan (2023)

- **Geographic area:** Arden Way from Ethan Way to Watt Avenue (Sacramento County)
- **Purpose:** Outlines design recommendations to transform a 1.3-mile stretch of Arden Way into a safe, multimodal boulevard.
- **Arden Way Infrastructure Recommendations:** This plan has preferred alternatives for Arden Way from Ethan Way to Morse Ave. The recommendation includes raised bike lanes adjacent to the curb leading up to the intersection of Arden Way and Ethan Way. This plan also includes design guidance for pedestrian and bike facilities, landscape and green infrastructure, bus stop design, intersection design, and site furnishings.

Sacramento 2040 General Plan: Arden Arcade Community Plan (2024)

- **Geographic area:** City and county area between American River and Roseville Rd
- **Purpose:** Provides area-specific guidance for the Arden Arcade area that supplements the citywide goals and policies of the Sacramento 2040 General Plan by laying out transportation funding needs and summarizing community feedback that informs prioritization criteria.
- **Key Takeaways:** Community feedback highlights the need for comfortable walking and biking connections; no specific infrastructure projects identified.

Sacramento 2040 General Plan: North Sacramento Community Plan (2024)

- **Geographic area:** City area between Steelhead Creek and UPRR corridor
- **Purpose:** Provides area-specific guidance for the North Sacramento area that supplements the citywide goals and policies of the Sacramento 2040 General Plan by laying out transportation funding needs and summarizing community feedback that informs prioritization criteria.
- **Key Takeaways:** Community feedback highlights the need for improved access to light rail and parks through walking and biking; no specific infrastructure projects identified.

Sacramento Streets for People Plan (2025)

- **Geographic area:** Citywide
- **Purpose:** Establishes a citywide framework for improving walking, biking and rolling across Sacramento. Sets out a vision for a safer, more connected, and accessible “all-ages, all-abilities” active transportation network, especially in historically underserved neighborhoods.
- **Arden Way Infrastructure Recommendations:** Recommends sidewalk improvements on Arden Way from Del Paso Blvd to Evergreen St, and from Point W Way to Ethan Way, new sidewalks from Evergreen St to Point W Way, and intersection improvements at Royal Oaks Dr and Evergreen St.
- **Auburn Boulevard / Harvard Street Infrastructure Recommendations:** Recommends new sidewalks on Auburn Blvd from Helena Ave to Marconi Ave.

Appendix B: Project Team Site Visit Photo Log

Corridor 1: Arden Way (Del Paso Boulevard to Evergreen Street)

Photos included in this section are presented moving from west to east

North Side




WELLS FAR
09/10/2025 07:37


09/10/2025 07:41


OARD
09/10/2025 07:41


09/10/2025 07:44


09/10/2025 07:46


09/10/2025 07:46


BACKUP BATTERIES
Solar & Generator
916-365-4444
09/10/2025 07:53


NO
PARKING
ANY
TIME
09/10/2025 07:56


09/10/2025 08:00


13
23
NO
PARKING
ANY
TIME
09/10/2025 08:01


NO
PARKING
ANY
TIME
09/10/2025 08:11


09/10/2025 08:12


BIKE
LANE
09/10/2025 08:12


CALPERS
PACHECO
Chevron
09/10/2025 08:14


Chevron
09/10/2025 08:17


09/10/2025 08:19


09/10/2025 08:19


09/10/2025 08:19


NO
PARKING
ANY
TIME
13
23
BUS
STOP
LANE
BIKE
09/10/2025 08:20


09/10/2025 08:24


09/10/2025 08:24

South Side






Artlerd
Del Paso


KPFF


NO PED CROSSING
USE CROSSWALK


35




NO
with Free Checking




Royal Oaks
STOP
STOP




6


AHEAD




Chevron


TECHRON


SOLD HERE
399 9/10
BITCOIN
ATM
149






CALL ASH!




PUSH
BUTTON
FOR

Corridor 2: Arden Way (Evergreen Street to Harvard Street/Blumenfeld Drive)

Photos included in this section are presented moving from west to east

North Side




LUCKY STAR
09/10/2025 08:26


LET'S R DE
09/10/2025 08:30


ERYTHING
ARTS $1
ADCO OUTDOOR
09/10/2025 08:30


09/10/2025 08:33


SPEED
LIMIT
40
09/10/2025 08:36


09/10/2025 08:36


09/10/2025 08:41


09/10/2025 08:42


09/10/2025 08:43

South Side







Corridor 3: Arden Way (Harvard Street/Blumenfeld Drive to CA-160/I-80 BUS Interchange)

Photos included in this section are presented moving from west to east

North Side




09/10/2025 08:47


Harvard Park
09/10/2025 08:47

South Side




09/10/2025 08:51


U-HAUL
At Your Door
U-BOX
MOVING CONTAINERS
13
23
23
09/10/2025 08:51


09/10/2025 08:52


FREEWAY
ENTRANCE
160
SOUTH
09/10/2025 08:53


09/10/2025 08:54


09/10/2025 08:56


09/10/2025 08:58

Corridor 4: Arden Way (CA-160/I-80 BUS Interchange to Ethan Way)

Photos included in this section are presented moving from west to east

North Side




09/10/2025 09:05


09/10/2025 09:05


09/10/2025 09:06


09/10/2025 09:08


09/10/2025 09:08


09/10/2025 09:12


09/10/2025 09:13


09/10/2025 09:17


09/10/2025 09:17


Heritage
CHASE
09/10/2025 09:26


09/10/2025 09:31


arden fair
09/10/2025 09:33


NO
PARKING
ANY
TIME
arden fair
09/10/2025 09:33


09/10/2025 09:34


JARED
The Galleria Of Jewelry
09/10/2025 09:34


09/10/2025 09:34


09/10/2025 09:35


Party City
SQUARE
09/10/2025 09:39


BARNES & NOBLE
09/10/2025 09:40


09/10/2025 09:42


13
23
129
BUS STOP
09/10/2025 09:44


09/10/2025 09:45


09/10/2025 09:46


ARCO
09/10/2025 09:48


09/10/2025 09:58


TO CROSS
STREET
PUSH
BUTTON
WAIT FOR
WALK
SIGNAL
09/10/2025 10:00

South Side




09/10/2025 08:59


09/10/2025 09:01


09/10/2025 09:01




09/10/2025 09:04




CHASE








START CROSSING
Watch For
Vehicles
DON'T START
Finish Crossing
If Started
TIME REMAINING
To Finish Crossing
DON'T CROSS
PUSH BUTTON
TO CROSS










LEFT TURN
ON LEFT
ARROW ONLY




FedEx

Corridor 5: Harvard Street (Arden Way to Silica Avenue)

Photos included in this section are presented moving from south to north




09/10/2025 08:44


09/10/2025 10:14


09/10/2025 10:14






69

Corridor 6: Harvard Street/Auburn Boulevard (Silica Avenue to Marconi Circle)

Photos included in this section are presented moving from south to north




09/10/2025 10:22


09/10/2025 10:25






09/10/2025 10:33


09/10/2025 10:34


09/10/2025 10:34


$66 MILLION
RECORD SETTING SETTLEMENT
(916) 999-9000
001852
09/10/2025 10:34


09/10/2025 10:37


09/10/2025 10:37


09/10/2025 10:39


09/10/2025 10:42


09/10/2025 10:40


09/10/2025 10:41


TO CROSS
STREET
PUSH
BUTTON
WAIT FOR
WALK
SIGNAL
09/10/2025 10:42


09/10/2025 10:40

Appendix C: Project Corridor Summary Table

	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	Corridor 6
Approximate Length (feet)	4,000	1,700	1,100	5,000	1,700	6,000
General Plan Designation	Arterial	Arterial	Arterial	Arterial	Minor Collector	Major Collector
# of Lanes	4	4	4	4-8	2-4	2
Lighting	Street lighting	Street lighting	Street lighting	Street lighting	Street lighting	Street lighting
Posted Speed Limit (MPH)	40	40	40	40	35	30-40
Approximate Annual Daily Traffic (ADT)	26,000	-	-	54,500	7,000	8,500
Adjacent Land Uses	Neighborhood residential, multi-family residential, local retail, educational, industrial	Light industrial, commercial	Light industrial, commercial, hotel	Regional commercial, multi-family residential, hotel	Regional employment, hotel, light industrial	Light industrial, neighborhood residential, local retail
Notable Locations	Del Paso RT Transit Station, Capital College & Career Academy, Woodlake Park, Royal Oaks RT Station	Swanston RT Transit Station	-	Arden Fair Mall	Harvard Park Business Center	Marconi/Arcade RT Transit Station (proximate)
Major Cross-Streets within Segment	Oxford St, Beaumont St/Royal Oaks Dr	-	-	Heritage Ln, Alta Arden Expy	-	Van Ness St/Frienza Ave
Median Types	None, TWLTL	None	None, Raised Concrete	Landscaped	Landscaped, TWLTL	None
Existing Bicycle Facilities	None between Del Paso Blvd and Oxford St, Class II bike lane EB between Oxford St and Forest St, Class II bike lane between Forest St and Erickson St	Class II bike lane between Evergreen St and midpoint UPRR overcrossing, none between midpoint UPRR overcrossing and Harvard St/Blumenfeld Dr	None	None	Class II bike lanes along developed/improved frontage between Arden Wy and Silica Ave	None between Silica Ave and El Camino Ave, Class II bike lane SB between El Camino Ave and Van Ness St, Class II bike lane SB/NB between Van Ness St and Juliesse Ave, none north of Juliesse Ave

	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	Corridor 6
Condition of Walking Facilities	South side - No sidewalk beyond Del Paso RT transit station until Royal Oaks RT transit station, approximately 5-ft wide between Royal Oaks Dr/Beaumont St and Evergreen St	South side - Sidewalk approximately 5-ft wide between Evergreen St and Harvard St/Blumenfeld Dr	South side - Sidewalk approximately 7-ft wide between Harvard St/Blumenfeld Dr and Business 80/SR-160 interchange, unmarked/unsignalized pedestrian crossing over eastbound SR-160 WB on-ramp	South side - Sidewalk approximately 5-ft wide between Business 80/SR-160 overcrossing and Business 80/SR-160 EB off-ramp, no pedestrian crossing over Business 80/SR-160 EB off-ramp to Arden Wy, no sidewalk between Business 80/SR-160 EB off-ramp and Point West Wy, approximately 5-ft wide between Point West Wy and Ethan Wy, confusing crossing sequence/directional guidance at Arden Wy/Ethan Wy intersection.	Sidewalks approximately 6-ft wide along developed or improved frontage between Arden Wy and Silica Ave, no sidewalks along unimproved property frontages	None between Silica Ave and El Camino Ave, sidewalk approximately 5-ft wide on east side between El Camino Ave and Van Ness St, sidwalk approximately 8-ft wide on east side from Van Ness St to approximately 280-ft north, none beyond approximately 280-ft north of Van Ness St
	North side - Sidewalk approximately 5-ft wide (up to about 10-ft in some locations), includes several pavement gaps between Oxford St and Del Paso Blvd, and widely varies in surface quality	North side - Sidewalk approximately 5-ft wide between Evergreen St and Harvard St/Blumenfeld Dr	North side - No sidewalk between Harvard St/Blumenfeld Dr and Business 80/SR-160 interchange, marked pedestrian crossing with no landing zones Business 80/SR-160 WB off-ramp	North side - No sidewalk between Business 80/SR-160 overcrossing and Business 80/SR-160 EB on-ramp, unsignalized/unmarked pedestrian crossing over Business 80/SR-160 EB on-ramp from Arden Wy, sidewalk approximately 6-ft between Business 80/SR-160 EB on-ramp and Ethan Wy, confusing crossing sequence/directional guidance at Arden Wy/Ethan Wy intersection.		

	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	Corridor 6
Parking	South side - No on-street parking North side - No on-street parking between Del Paso Blvd and Erickson St, on-street parking between Erickson St and Evergreen St	No on-street parking	No on-street parking	No on-street parking	No on-street parking	No on-street parking between Silica Ave and El Camino Ave, on-street parking along east side between El Camino Ave and Van Ness St, no on-street parking north of Van Ness St
Bus Shelter Locations	North side - none South side - Del Paso RT Transit Station	None	None	North side - between Heritage Ln/Mall Dwy and Arden Fair Transit Ctr South side - approximately 150-ft west of EB Arden Wy/Alta Arden Expy split	None	None

Appendix D: Traffic Data Summary Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-001
Date: 8/26/2025

Data - Total

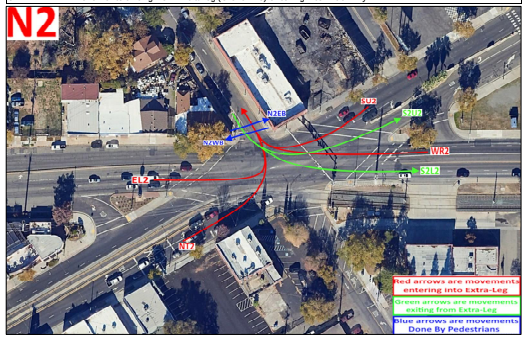
NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave						Del Paso Blvd/Canterbury Rd/Grove Ave						Arden Wy						Arden Wy						Del Paso Blvd/Canterbury Rd/Grove Ave							
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
7:00 AM	1	10	6	0	6	0	3	28	9	0	2	1	11	156	1	0	2	11	7	120	1	0	0	15	0	0	0	0	0	0	390
7:15 AM	0	22	10	0	8	3	1	54	12	0	2	1	9	270	3	0	4	11	19	125	2	0	2	31	0	0	0	0	0	0	589
7:30 AM	1	33	3	0	12	1	2	65	16	0	0	0	14	271	7	0	0	5	9	146	2	0	0	19	0	0	0	0	0	0	606
7:45 AM	1	28	3	0	11	0	2	91	14	0	3	1	11	274	8	0	1	14	23	152	3	0	0	16	0	0	0	0	0	0	656
8:00 AM	3	37	6	0	10	1	6	84	20	0	4	2	17	278	3	0	5	5	12	130	4	0	0	16	0	0	0	0	0	0	643
8:15 AM	2	27	5	0	6	1	6	57	26	0	4	0	11	319	5	0	1	15	13	140	3	0	0	15	0	0	0	0	0	0	656
8:30 AM	0	22	4	0	4	0	3	49	10	0	5	2	11	232	5	0	3	15	15	132	4	0	1	15	0	0	0	0	0	0	532
8:45 AM	0	30	6	0	11	1	3	65	17	0	2	3	16	241	6	0	1	6	16	127	6	0	1	16	0	0	0	0	0	0	574
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	8	209	43	0	68	7	26	493	124	0	22	10	100	2041	38	0	17	82	114	1072	25	0	4	143	0	0	0	0	0	0	4646
APPROACH %'s :	2.39%	62.39%	12.84%	0.00%	20.30%	2.09%	3.85%	73.04%	18.37%	0.00%	3.26%	1.48%	4.39%	89.60%	1.67%	0.00%	0.75%	3.60%	8.39%	78.94%	1.84%	0.00%	0.29%	10.53%							
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	7	125	17	0	39	3	16	297	76	0	11	3	53	1142	23	0	7	39	57	568	12	0	0	66	0	0	0	0	0	0	2561
PEAK HR FACTOR :	0.583	0.845	0.708	0.000	0.813	0.750	0.667	0.816	0.731	0.000	0.688	0.375	0.779	0.895	0.719	0.000	0.350	0.650	0.620	0.934	0.750	0.000	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.976
	0.838						0.869						0.900						0.906												

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
4:00 PM	0	52	13	0	22	2	7	40	13	0	2	2	25	178	15	0	10	14	13	245	4	0	0	29	0	0	0	0	0	0	686
4:15 PM	1	72	12	0	31	2	6	40	21	0	4	4	19	206	7	0	6	9	2	236	3	0	0	29	0	0	0	0	0	0	710
4:30 PM	0	60	7	1	27	2	5	30	19	0	1	4	18	270	11	0	4	6	7	296	2	0	0	33	0	0	1	0	0	0	804
4:45 PM	0	69	16	0	41	1	8	34	11	0	2	5	16	224	7	0	4	14	5	243	6	0	1	37	0	0	0	0	0	0	744
5:00 PM	3	72	16	1	38	1	6	37	16	0	3	2	14	265	4	0	8	8	6	249	2	0	0	32	0	0	0	0	0	0	783
5:15 PM	0	72	12	1	30	2	3	36	18	0	2	2	16	217	6	0	6	9	9	317	4	0	0	37	0	0	0	0	0	0	799
5:30 PM	2	58	10	0	26	1	7	38	24	0	1	4	18	266	5	0	5	21	3	228	5	0	0	39	0	0	0	0	0	0	761
5:45 PM	3	59	18	0	33	1	4	29	16	0	3	5	15	173	4	0	2	17	17	229	5	0	0	39	0	0	0	0	0	0	672
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	9	514	104	3	248	12	46	284	138	0	18	28	141	1799	59	0	45	98	62	2043	31	0	1	275	0	0	1	0	0	0	5959
APPROACH %'s :	1.01%	57.75%	11.69%	0.34%	27.87%	1.35%	8.95%	55.25%	26.85%	0.00%	3.50%	5.45%	6.58%	83.99%	2.75%	0.00%	2.10%	4.58%	2.57%	84.70%	1.29%	0.00%	0.04%	11.40%	0.00%	0.00%	100.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	3	273	51	3	136	6	22	137	64	0	8	13	64	976	28	0	22	37	27	1105	14	0	1	139	0	0	1	0	0	0	3130
PEAK HR FACTOR :	0.250	0.948	0.797	0.750	0.829	0.750	0.688	0.926	0.842	0.000	0.667	0.650	0.889	0.904	0.636	0.000	0.688	0.661	0.750	0.871	0.583	0.000	0.250	0.939	0.000	0.000	0.250	0.000	0.000	0.000	0.973
	0.901						0.953						0.912						0.876												

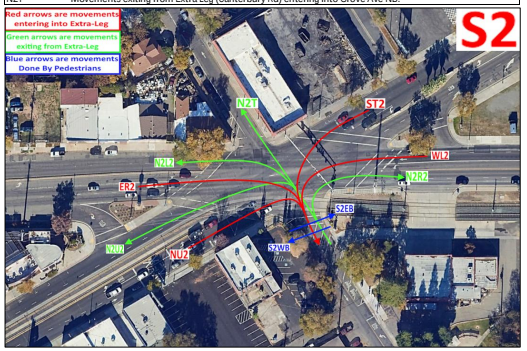
National Data & Surveying Services

Intersection Turning Movement Count

Explanation for extra leg movements N2	
Movements entering the extra leg	
EL2	Movements coming from EB on Arden Wy entering into the Extra Leg (Grove Ave)
WR2	Movements coming from WB on Arden Wy entering into the Extra Leg (Grove Ave)
NT2	Movements coming from NB on Del Paso Blvd entering into the Extra Leg (Grove Ave)
SU2	Movements coming from SB on Del Paso Blvd entering into the Extra Leg (Grove Ave)
Movements exiting the extra leg	
S2U2	Movements exiting from Extra Leg (Grove Ave) entering into Del Paso Blvd NB.
S2L2	Movements exiting from Extra Leg (Grove Ave) entering into Arden Wy EB.



Explanation for extra leg movements S2	
Movements entering the extra leg	
ER2	Movements coming from EB on Arden Wy entering into the Extra Leg (Canterbury Rd)
WL2	Movements coming from WB on Arden Wy entering into the Extra Leg (Canterbury Rd)
ST2	Movements coming from SB on Del Paso Blvd entering into the Extra Leg (Canterbury Rd)
NU2	Movements coming from NB on Del Paso Blvd entering into the Extra Leg (Canterbury Rd)
Movements exiting the extra leg	
N2U2	Movements exiting from Extra Leg (Canterbury Rd) entering into Del Paso Blvd SB.
N2L2	Movements exiting from Extra Leg (Canterbury Rd) entering into Arden Wy WB.
N2R2	Movements exiting from Extra Leg (Canterbury Rd) entering into Arden Wy EB.
N2T	Movements exiting from Extra Leg (Canterbury Rd) entering into Grove Ave NB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-001
Date: 8/26/2025

Data - HT

NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave						Del Paso Blvd/Canterbury Rd/Grove Ave						Arden Wy						Arden Wy						Del Paso Blvd/Canterbury Rd/Grove Ave						
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
7:00 AM	0	2	2	0	1	0	2	3	0	0	0	1	0	6	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	21
7:15 AM	0	0	1	0	0	1	1	2	2	0	0	0	0	5	0	0	0	0	5	10	0	0	0	1	0	0	0	0	0	0	28
7:30 AM	0	0	0	0	1	0	1	3	0	0	0	0	3	7	1	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	20
7:45 AM	0	2	0	0	0	0	0	2	0	0	0	1	1	6	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	0	17
8:00 AM	0	0	0	0	0	0	3	2	3	0	0	1	0	2	0	0	0	1	1	5	0	0	0	1	0	0	0	0	0	0	19
8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	12
8:30 AM	0	1	0	0	0	0	2	2	0	0	0	1	1	4	0	0	0	0	0	5	1	0	0	2	0	0	0	0	0	0	19
8:45 AM	0	1	0	0	1	0	1	1	3	0	0	1	0	6	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	18
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	0	7	3	0	3	1	10	15	8	0	1	5	5	39	3	0	0	1	7	34	3	0	0	9	0	0	0	0	0	0	154
APPROACH %'s :	0.00%	50.00%	21.43%	0.00%	21.43%	7.14%	25.64%	38.46%	20.51%	0.00%	2.56%	12.82%	10.42%	81.25%	6.25%	0.00%	0.00%	2.08%	13.21%	64.15%	5.66%	0.00%	0.00%	16.98%							
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	0	3	0	0	1	0	4	7	3	0	1	2	4	18	2	0	0	1	2	14	1	0	0	5	0	0	0	0	0	0	68
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.250	0.000	0.333	0.583	0.250	0.000	0.250	0.500	0.333	0.643	0.500	0.000	0.000	0.250	0.500	0.700	0.250	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.850
	0.500						0.472						0.568						0.786												

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
4:00 PM	0	3	1	0	0	0	2	2	0	0	0	0	0	2	1	0	0	3	0	4	0	0	0	1	0	0	0	0	0	0	19
4:15 PM	0	2	0	0	2	0	3	1	1	0	0	2	0	4	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0	0	20
4:30 PM	0	3	0	0	1	0	2	0	2	0	0	0	0	8	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	21
4:45 PM	0	2	0	0	1	0	0	0	3	0	0	1	1	5	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	17
5:00 PM	0	1	0	0	0	0	2	1	1	0	0	1	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	12
5:15 PM	0	0	0	0	1	0	1	1	0	0	0	1	2	7	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	17
5:30 PM	0	0	0	0	0	0	3	1	2	0	0	0	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	18
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	0	11	1	0	5	0	14	6	10	0	0	7	3	41	1	0	2	5	1	21	0	0	0	5	0	0	0	0	0	0	133
APPROACH %'s :	0.00%	64.71%	5.88%	0.00%	29.41%	0.00%	37.84%	16.22%	27.03%	0.00%	0.00%	18.92%	5.77%	78.85%	1.92%	0.00%	3.85%	9.62%	3.70%	77.78%	0.00%	0.00%	0.00%	18.52%							
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	0	6	0	0	3	0	5	2	6	0	0	3	3	23	0	0	2	2	0	11	0	0	0	1	0	0	0	0	0	0	67
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.750	0.000	0.625	0.500	0.500	0.000	0.000	0.750	0.375	0.719	0.000	0.000	0.500	0.250	0.000	0.688	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.798
	0.563						0.800						0.833						0.750												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-001
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave						Del Paso Blvd/Canterbury Rd/Grove Ave						Arden Wy						Arden Wy						Del Paso Blvd/Canterbury Rd/Grove Ave						
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	10
APPROACH %'s :	0.00%	50.00%	0.00%	0.00%	0.00%	50.00%	0.00%	66.67%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%							0.00%	50.00%	0.00%	50.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	
	0.250						0.250						0.500																		0.500

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						NORTHBOUND2				SOUTHBOUND2		
	1	2	0	0	0	0	1	2	0	0	0	0	1	2	1	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	6
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	NT2	NU2	SL	ST	SR	SU	ST2	SU2	EL	ET	ER	EU	EL2	ER2	WL	WT	WR	WU	WL2	WR2	N2T	N2L2	N2R2	N2U2	S2L2	S2U2	TOTAL
TOTAL VOLUMES :	0	5	1	0	1	1	0	3	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	1	0	0	0	2	1	0	20
APPROACH %'s :	0.00%	62.50%	12.50%	0.00%	12.50%	12.50%	0.00%	75.00%	0.00%	0.00%	0.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	0	4	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	10
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	
	0.625						0.250						0.250																		0.417

National Data & Surveying Services

Intersection Turning Movement Count

Location: Del Paso Blvd/Canterbury Rd/Grove Ave & Arden Wy
City: Sacramento

Project ID: 25-070192-001
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Del Paso Blvd/Canterbury Rd/Grove Ave		Del Paso Blvd/Canterbury Rd/Grove Ave		Arden Wy		Arden Wy		Del Paso Blvd/Canterbury Rd/Grove Ave		Del Paso Blvd/Canterbury Rd/Grove Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
7:00 AM	1	0	1	0	0	1	0	0	1	0	1	0	5
7:15 AM	2	0	2	0	0	3	0	2	1	0	1	0	11
7:30 AM	1	2	0	0	1	1	0	0	0	0	1	0	6
7:45 AM	1	2	0	0	2	1	0	0	0	2	0	0	8
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	2	2	0	0	1	2	0	0	1	0	0	0	8
8:30 AM	0	1	0	0	1	2	0	0	0	0	0	0	4
8:45 AM	0	0	1	0	0	0	0	2	1	2	1	0	7
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	7	8	4	0	5	10	0	4	4	4	4	0	50
APPROACH %'s :	46.67%	53.33%	100.00%	0.00%	33.33%	66.67%	0.00%	100.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM												TOTAL
PEAK HR VOL :	4	7	0	0	4	4	0	0	1	2	1	0	23
PEAK HR FACTOR :	0.500	0.875			0.500	0.500			0.250	0.250	0.250		0.719
	0.688				0.667				0.375		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
4:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
4:30 PM	0	1	0	0	3	0	0	1	0	1	1	0	7
4:45 PM	0	1	3	0	2	0	0	3	0	2	0	0	11
5:00 PM	0	0	0	0	0	1	1	0	0	1	0	0	3
5:15 PM	0	0	1	0	0	0	0	4	0	3	1	0	9
5:30 PM	0	0	0	2	0	0	2	0	0	0	0	0	4
5:45 PM	0	2	0	0	4	0	1	0	1	0	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	1	5	4	2	9	1	4	9	2	7	2	2	48
APPROACH %'s :	16.67%	83.33%	66.67%	33.33%	90.00%	10.00%	30.77%	69.23%	22.22%	77.78%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM												TOTAL
PEAK HR VOL :	0	2	4	0	5	1	1	8	0	7	2	0	30
PEAK HR FACTOR :		0.500	0.333		0.417	0.250	0.250	0.500		0.583	0.500		0.682
	0.500		0.333		0.500		0.563		0.583		0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd
City: Sacramento
Control: Signalized

Project ID: 25-070192-002
Date: 8/26/2025

Data - Total

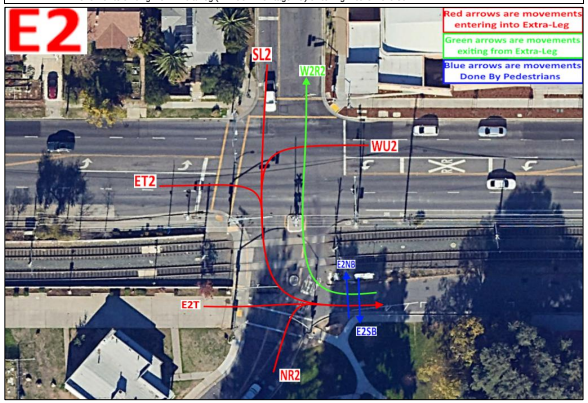
NS/EW Streets:	Oxford St					Oxford St						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd				
AM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
7:00 AM	0	0	0	0	1	1	8	0	0	0	0	2	162	1	0	0	0	2	144	3	0	0	3	0	0	0	0	327
7:15 AM	5	5	2	0	1	3	5	1	0	0	0	4	276	2	0	0	0	3	175	1	0	0	0	0	0	0	0	483
7:30 AM	1	5	0	0	0	6	4	0	0	0	0	3	270	0	0	0	0	1	182	3	0	0	0	0	0	0	0	475
7:45 AM	6	3	3	0	0	5	5	0	0	1	0	3	264	0	0	0	0	1	175	3	0	0	1	0	0	0	0	470
8:00 AM	1	2	2	0	0	7	6	0	0	0	0	4	302	1	0	0	0	1	159	4	0	0	0	0	0	0	0	489
8:15 AM	1	2	2	0	0	5	2	1	0	0	0	6	302	2	0	0	0	2	173	2	0	0	0	0	0	0	0	500
8:30 AM	1	5	1	0	0	6	4	1	0	0	0	6	238	1	0	1	0	0	164	4	0	0	0	0	0	0	0	432
8:45 AM	4	1	1	0	0	6	4	2	0	0	0	4	252	1	0	0	0	5	155	2	0	0	0	0	0	0	0	437
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	19	23	11	0	2	39	38	5	0	1	0	32	2066	8	0	1	0	15	1327	22	0	0	4	0	0	0	0	3613
APPROACH %'s :	34.55%	41.82%	20.00%	0.00%	3.64%	46.99%	45.78%	6.02%	0.00%	1.20%	0.00%	1.52%	98.05%	0.38%	0.00%	0.05%	0.00%	1.10%	97.00%	1.61%	0.00%	0.00%	0.29%					
PEAK HR :	07:30 AM - 08:30 AM																											TOTAL
PEAK HR VOL :	9	12	7	0	0	23	17	1	0	1	0	16	1138	3	0	0	0	5	689	12	0	0	1	0	0	0	0	1934
PEAK HR FACTOR :	0.375	0.600	0.583	0.000	0.000	0.821	0.708	0.250	0.000	0.250	0.000	0.667	0.942	0.375	0.000	0.000	0.000	0.625	0.946	0.750	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.967
			0.583					0.808						0.933						0.950								

PM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
4:00 PM	0	4	5	0	0	11	4	3	0	0	0	4	206	1	0	0	0	3	315	10	0	0	0	0	0	0	0	566
4:15 PM	5	9	1	0	0	3	3	2	0	0	0	6	210	1	0	1	0	1	264	4	0	0	0	0	0	0	0	510
4:30 PM	3	9	2	0	0	4	5	2	0	0	0	6	267	1	0	0	0	6	302	7	0	0	0	0	0	0	0	614
4:45 PM	7	9	2	0	0	2	4	0	0	0	0	2	263	1	0	0	0	0	293	7	0	0	0	0	0	0	0	590
5:00 PM	9	9	2	0	0	1	5	2	0	0	0	5	278	0	0	0	0	4	292	3	0	0	0	0	0	0	0	610
5:15 PM	4	11	0	0	0	3	3	5	0	0	0	2	235	0	0	0	0	1	346	5	0	0	0	0	0	0	0	615
5:30 PM	2	3	3	0	0	4	1	0	0	0	0	6	273	3	0	0	0	3	274	5	0	0	0	0	0	0	0	577
5:45 PM	5	6	5	0	0	5	1	0	0	0	0	2	194	0	0	1	0	4	284	7	0	0	0	0	0	0	0	514
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	35	60	20	0	0	33	26	14	0	0	0	33	1926	7	0	2	0	22	2370	48	0	0	0	0	0	0	0	4596
APPROACH %'s :	30.43%	52.17%	17.39%	0.00%	0.00%	45.21%	35.62%	19.18%	0.00%	0.00%	0.00%	1.68%	97.87%	0.36%	0.00%	0.10%	0.00%	0.90%	97.13%	1.97%	0.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																											TOTAL
PEAK HR VOL :	23	38	6	0	0	10	17	9	0	0	0	15	1043	2	0	0	0	11	1233	22	0	0	0	0	0	0	0	2429
PEAK HR FACTOR :	0.639	0.864	0.750	0.000	0.000	0.625	0.850	0.450	0.000	0.000	0.000	0.625	0.938	0.500	0.000	0.000	0.000	0.458	0.891	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.987
			0.838					0.818						0.936						0.899								

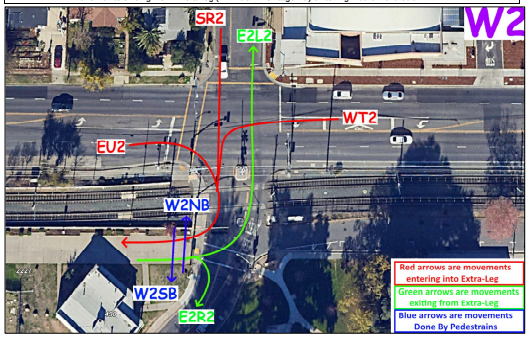
National Data & Surveying Services

Intersection Turning Movement Count

Explanation for extra leg movements E2	
Movements entering the extra leg	
NR2	Movements coming from NB on Oxford St entering into the Extra Leg (E Arden Frontage Rd)
SL2	Movements coming from SB on Oxford St entering into the Extra Leg (E Arden Frontage Rd)
ET2	Movements coming from EB on Arden Wy entering into the Extra Leg (E Arden Frontage Rd)
WU2	Movements coming from WB on Arden Wy entering into the Extra Leg (E Arden Frontage Rd)
E2T	Movements coming from EB on W Arden Frontage Rd entering into the Extra Leg (E Arden Frontage Rd)
Movements exiting the extra leg	
W2R2	Movements exiting from Extra Leg (E Arden Frontage Rd) entering into Oxford St NB.



Movements entering the extra leg W2	
SR2	Movements coming from SB on Oxford St entering into the Extra Leg (W Arden Frontage Rd)
EU2	Movements coming from EB on Arden Wy entering into the Extra Leg (W Arden Frontage Rd)
WT2	Movements coming from WB on Arden Wy entering into the Extra Leg (W Arden Frontage Rd)
Movements exiting the extra leg	
E2L2	Movements exiting from Extra Leg (W Arden Frontage Rd) entering into Oxford St NB.
E2R2	Movements exiting from Extra Leg (W Arden Frontage Rd) entering into Oxford St SB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd
City: Sacramento
Control: Signalized

Project ID: 25-070192-002
Date: 8/26/2025

Data - HT

AM

NS/EW Streets:	Oxford St					Oxford St						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd				
AM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	2	8	0	0	0	0	0	5	2	0	0	0	0	0	0	0	18
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	1	15	0	0	0	0	0	0	0	0	23
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	4	1	0	0	0	0	0	0	0	12
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	7	2	0	0	0	0	0	0	0	14
8:15 AM	1	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0	5	1	0	0	0	0	0	0	0	12
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	2	4	0	0	0	0	0	7	2	0	0	0	0	0	0	0	17
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	10
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	1	1	1	0	0	1	2	1	0	0	0	13	38	0	0	0	0	1	51	9	0	0	0	0	0	0	0	119
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	0.00%	0.00%	25.49%	74.51%	0.00%	0.00%	0.00%	0.00%	1.64%	83.61%	14.75%	0.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																											TOTAL
PEAK HR VOL :	1	0	1	0	0	1	1	0	0	0	0	5	17	0	0	0	0	0	21	4	0	0	0	0	0	0	0	51
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.417	0.708	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.911
	0.500					0.250						0.786						0.694										

PM

PM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5	2	0	0	0	0	0	0	0	11
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	5	2	0	0	0	0	0	0	0	14
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	4	1	0	0	0	0	0	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	1	4	0	0	0	0	0	0	0	0	13
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	1	1	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	0	0	0	17	39	0	0	0	0	2	27	9	0	0	0	0	0	0	0	96
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%							30.36%	69.64%	0.00%	0.00%	0.00%	0.00%	5.26%	71.05%	23.68%	0.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																											TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	7	23	0	0	0	0	2	12	2	0	0	0	0	0	0	0	46
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.719	0.000	0.000	0.000	0.000	0.500	0.750	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.719
												0.682						0.800										

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd
City: Sacramento
Control: Signalized

Project ID: 25-070192-002
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Oxford St					Oxford St						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd						Arden Wy/Arden Frontage Rd				
AM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	1	0	0	2	2	1	0	0	0	0	1	0	0	0	2	0	1	1	1	0	14
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	66.67%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	66.67%	0.00%	33.33%	33.33%	33.33%		
PEAK HR :	07:30 AM - 08:30 AM																											TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750
			0.250																		0.250							

PM	NORTHBOUND					SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2			WESTBOUND2	
	0	1	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	8
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2L2	E2R2	W2R2	TOTAL
TOTAL VOLUMES :	1	2	0	0	0	0	0	3	0	0	2	6	1	0	0	0	1	2	0	0	0	0	0	1	1	0	1	21
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	40.00%	75.00%	12.50%	0.00%	0.00%	0.00%	12.50%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																											TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	3	0	0	2	4	0	0	0	0	1	0	0	0	0	0	0	1	1	0	1	14
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.438
			0.250						0.625						0.417													

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oxford St & Arden Wy/Arden Frontage Rd
City: Sacramento

Project ID: 25-070192-002
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Oxford St		Oxford St		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd		Arden Wy/Arden Frontage Rd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		MID BLOCK		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
7:15 AM	1	0	0	0	0	0	4	1	0	0	1	0	0	0	7
7:30 AM	2	2	0	2	0	0	2	4	0	0	0	0	0	0	12
7:45 AM	2	2	0	1	0	0	6	3	0	0	0	0	0	0	14
8:00 AM	7	0	0	1	0	0	7	1	0	0	0	0	0	0	16
8:15 AM	3	0	0	0	0	0	3	2	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	3	4	0	0	1	2	0	0	10
8:45 AM	0	0	1	0	0	1	2	2	0	1	1	1	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	15	4	1	4	0	1	27	18	0	1	3	3	0	1	78
APPROACH %'s :	78.95%	21.05%	20.00%	80.00%	0.00%	100.00%	60.00%	40.00%	0.00%	100.00%	50.00%	50.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM														TOTAL
PEAK HR VOL :	14	4	0	4	0	0	18	10	0	0	0	0	0	0	50
PEAK HR FACTOR :	0.500	0.500		0.500			0.643	0.625							0.781
	0.643		0.500				0.778								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		WEST LEG 2		MID BLOCK		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	1	20	12	0	0	0	2	21	0	0	0	1	0	2	59
4:15 PM	1	15	12	8	0	0	7	18	0	1	0	1	0	0	63
4:30 PM	0	0	0	0	0	0	2	3	0	0	2	1	0	0	8
4:45 PM	0	2	1	0	0	0	5	4	0	0	1	2	0	0	15
5:00 PM	0	0	2	0	0	0	1	4	0	0	0	0	0	1	8
5:15 PM	0	1	0	0	0	0	0	4	0	0	0	1	0	0	6
5:30 PM	0	0	1	0	0	0	6	1	0	1	1	0	1	0	11
5:45 PM	10	2	0	8	0	0	13	9	0	0	1	3	0	0	46
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	12	40	28	16	0	0	36	64	0	2	5	9	1	3	216
APPROACH %'s :	23.08%	76.92%	63.64%	36.36%			36.00%	64.00%	0.00%	100.00%	27.78%	50.00%	25.00%	75.00%	
PEAK HR :	04:30 PM - 05:30 PM														TOTAL
PEAK HR VOL :	0	3	3	0	0	0	8	15	0	0	3	4	0	1	37
PEAK HR FACTOR :		0.375	0.375				0.400	0.938			0.375	0.500		0.250	0.617
	0.375		0.375				0.639				0.583		0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-003
Date: 8/26/2025

Data - Total

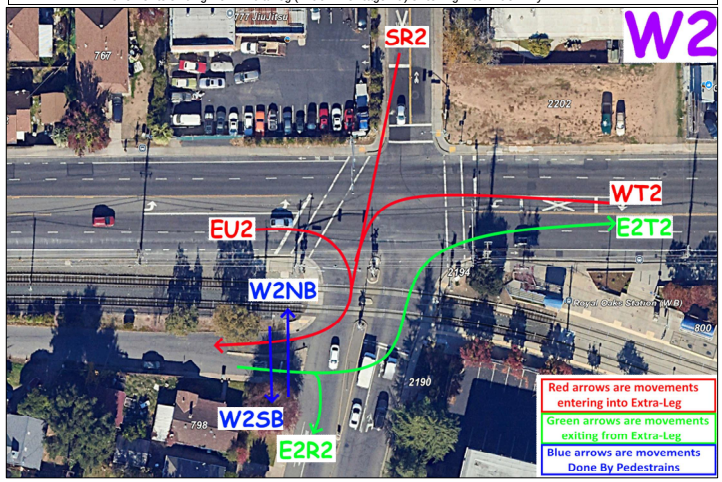
NS/EW Streets:	Beaumont St/Royal Oaks Dr				Beaumont St/Royal Oaks Dr					Arden Wy					Arden Wy							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
7:00 AM	16	12	10	0	3	27	0	0	1	0	161	18	0	1	16	151	2	0	0	0	2	420
7:15 AM	24	17	12	0	5	30	1	0	0	1	236	26	0	0	20	167	3	0	0	0	1	543
7:30 AM	9	13	16	0	9	25	0	0	0	1	231	39	0	0	12	166	0	0	0	0	3	524
7:45 AM	18	5	10	0	5	32	4	0	0	0	261	28	0	0	19	161	4	0	0	0	2	549
8:00 AM	13	3	9	0	9	21	1	0	0	1	290	47	0	0	13	150	1	0	0	0	1	559
8:15 AM	12	2	5	0	4	19	0	0	0	1	239	42	0	1	12	178	2	0	0	0	2	519
8:30 AM	10	6	10	0	4	20	0	0	0	1	232	39	0	0	8	157	2	0	0	0	3	492
8:45 AM	12	3	4	0	2	12	3	0	0	0	218	34	0	1	7	151	0	0	0	0	0	447
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	114	61	76	0	41	186	9	0	1	5	1868	273	0	3	107	1281	14	0	0	0	14	4053
APPROACH %'s :	45.42%	24.30%	30.28%	0.00%	17.30%	78.48%	3.80%	0.00%	0.42%	0.23%	86.92%	12.70%	0.00%	0.14%	7.63%	91.37%	1.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																					TOTAL
PEAK HR VOL :	64	38	47	0	28	108	6	0	0	3	1018	140	0	0	64	644	8	0	0	0	7	2175
PEAK HR FACTOR :	0.667	0.559	0.734	0.000	0.778	0.844	0.375	0.000	0.000	0.750	0.878	0.745	0.000	0.000	0.800	0.964	0.500	0.000	0.000	0.000	0.583	0.973
	0.703				0.866					0.859					0.942							

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
4:00 PM	46	8	11	0	3	20	0	0	0	0	171	22	0	0	7	285	4	0	0	0	1	578
4:15 PM	31	8	18	0	8	13	2	0	1	0	231	23	0	0	9	262	4	0	0	0	0	610
4:30 PM	45	13	20	0	4	13	1	0	0	1	248	23	0	0	13	266	7	0	1	0	2	657
4:45 PM	34	11	17	0	1	19	1	0	1	1	257	17	0	0	12	268	3	0	1	0	1	644
5:00 PM	70	14	13	0	7	12	3	0	0	1	255	15	0	0	6	284	1	0	0	0	1	682
5:15 PM	35	15	20	0	5	10	1	0	0	1	226	16	0	0	17	263	4	0	2	0	2	617
5:30 PM	24	9	16	0	11	11	1	0	0	0	245	33	0	0	13	277	2	0	1	0	1	644
5:45 PM	33	17	16	0	8	10	0	0	0	1	195	24	0	0	8	257	4	0	1	0	0	574
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	318	95	131	0	47	108	9	0	2	5	1828	173	0	0	85	2162	29	0	6	0	8	5006
APPROACH %'s :	58.46%	17.46%	24.08%	0.00%	28.31%	65.06%	5.42%	0.00%	1.20%	0.25%	91.13%	8.62%	0.00%	0.00%	3.72%	94.74%	1.27%	0.00%	0.26%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																					TOTAL
PEAK HR VOL :	184	53	70	0	17	54	6	0	1	4	986	71	0	0	48	1081	15	0	4	0	6	2600
PEAK HR FACTOR :	0.657	0.883	0.875	0.000	0.607	0.711	0.500	0.000	0.250	1.000	0.959	0.772	0.000	0.000	0.706	0.952	0.536	0.000	0.500	0.000	0.750	0.953
	0.791				0.886					0.965					0.986							

National Data & Surveying Services

Intersection Turning Movement Count

Explanation for extra leg movements	
Movements entering the extra leg	
SR2	Movements coming from SB on Beaumont St entering into the Extra Leg (Arden Frontage Rd)
EU2	Movements coming from EB on Arden Wy entering into the Extra Leg (Arden Frontage Rd)
WT2	Movements coming from WB on Arden Wy entering into the Extra Leg (Arden Frontage Rd)
Movements exiting the extra leg	
E2R2	Movements exiting from Extra Leg (Arden Frontage Rd) entering into Royal Oaks Dr SB.
E2T2	Movements exiting from Extra Leg (Arden Frontage Rd) entering into Arden Wy NB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-003
Date: 8/26/2025

Data - HT

NS/EW Streets:	Beaumont St/Royal Oaks Dr				Beaumont St/Royal Oaks Dr					Arden Wy					Arden Wy							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	7	0	0	0	0	0	16
7:15 AM	3	0	1	0	0	0	0	0	0	0	5	0	0	0	1	12	0	0	0	0	0	22
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	5	0	0	0	0	0	11
7:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	5	0	0	0	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	9	0	0	0	0	0	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	5	0	0	0	0	0	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	11	0	0	0	0	0	16
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	4	0	1	0	0	0	0	0	0	0	40	2	0	0	3	57	0	0	0	0	0	107
APPROACH %'s :	80.00%	0.00%	20.00%	0.00%						0.00%	95.24%	4.76%	0.00%	0.00%	5.00%	95.00%	0.00%	0.00%	0.00%			
PEAK HR :	07:15 AM - 08:15 AM																					TOTAL
PEAK HR VOL :	3	0	1	0	0	0	0	0	0	0	22	0	0	0	1	31	0	0	0	0	0	58
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.000	0.250	0.646	0.000	0.000	0.000	0.000	0.000	0.659
	0.250											0.786					0.615					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	7	0	0	0	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	0	0	0	0	0	9
4:30 PM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	4	0	0	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	4	0	0	0	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	10
5:30 PM	0	0	0	0	1	0	0	0	0	0	3	3	0	0	0	6	0	0	0	0	0	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	2	0	0	0	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	0	0	0	0	0	34	5	0	0	0	36	0	0	0	0	0	77
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	87.18%	12.82%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM																					TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	22	1	0	0	0	14	0	0	0	0	0	38
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.250	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.792
	0.250											0.719					0.700					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-003
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Beaumont St/Royal Oaks Dr				Beaumont St/Royal Oaks Dr					Arden Wy					Arden Wy							
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	7
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																					TOTAL
PEAK HR VOL :	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417
		0.250					0.250					0.500					0.250					

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		
	1	0.5	0.5	0	0	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	2	0	1	7
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	0.00%	50.00%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																					TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.417
							0.250										0.375					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beaumont St/Royal Oaks Dr & Arden Wy
City: Sacramento

Project ID: 25-070192-003
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Beaumont St/Royal Oaks Dr		Beaumont St/Royal Oaks Dr		Arden Wy		Arden Wy				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	0	3	0	2	5	15	5	14	46
7:15 AM	1	0	2	0	0	2	3	7	2	6	23
7:30 AM	1	0	0	0	1	1	2	0	2	0	7
7:45 AM	1	1	0	0	1	2	1	0	1	0	7
8:00 AM	1	1	1	0	5	2	0	0	1	0	11
8:15 AM	1	0	0	0	0	3	0	0	0	0	4
8:30 AM	0	1	0	0	3	0	0	0	0	0	4
8:45 AM	0	0	2	0	0	1	0	0	1	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	3	5	3	10	13	11	22	12	20	106
APPROACH %'s :	70.00%	30.00%	62.50%	37.50%	43.48%	56.52%	33.33%	66.67%	37.50%	62.50%	
PEAK HR :	07:15 AM - 08:15 AM										TOTAL
PEAK HR VOL :	4	2	3	0	7	7	6	7	6	6	48
PEAK HR FACTOR :	1.000	0.500	0.375		0.350	0.875	0.500	0.250	0.750	0.250	0.522
	0.750		0.375		0.500		0.325		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	0	3	0	0	0	0	0	5
4:15 PM	2	0	0	0	0	3	0	0	0	0	5
4:30 PM	2	0	1	0	1	3	2	0	2	1	12
4:45 PM	0	1	0	2	1	1	1	0	0	1	7
5:00 PM	0	0	1	1	2	0	0	0	1	1	6
5:15 PM	1	1	0	1	2	2	0	2	0	2	11
5:30 PM	1	0	1	0	1	1	0	0	0	0	4
5:45 PM	2	1	0	0	2	1	8	0	7	0	21
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	5	3	4	12	11	11	2	10	5	71
APPROACH %'s :	61.54%	38.46%	42.86%	57.14%	52.17%	47.83%	84.62%	15.38%	66.67%	33.33%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	3	2	2	4	6	6	3	2	3	5	36
PEAK HR FACTOR :	0.375	0.500	0.500	0.500	0.750	0.500	0.375	0.250	0.375	0.625	0.750
	0.625		0.750		0.750		0.625		0.667		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evergreen St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-004
Date: 8/26/2025

Data - Total

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	2	1	0	61	1	0	0	2	172	4	0	3	159	32	0	439
7:15 AM	0	1	4	0	86	6	4	0	2	231	3	0	9	181	29	0	556
7:30 AM	0	1	1	0	111	5	5	0	4	289	3	0	11	172	48	0	650
7:45 AM	0	1	1	0	108	4	8	0	6	282	1	0	13	169	46	0	639
8:00 AM	1	0	0	0	99	7	6	0	3	298	1	0	16	165	49	0	645
8:15 AM	0	5	3	0	100	4	5	0	4	271	2	0	12	171	45	0	622
8:30 AM	1	1	2	0	89	3	7	0	5	256	3	0	15	174	24	0	580
8:45 AM	0	3	0	0	80	5	3	0	4	214	3	0	13	136	29	0	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	14	12	0	734	35	38	0	30	2013	20	0	92	1327	302	0	4621
APPROACH %'s :	13.33%	46.67%	40.00%	0.00%	90.95%	4.34%	4.71%	0.00%	1.45%	97.58%	0.97%	0.00%	5.35%	77.11%	17.55%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	7	5	0	418	20	24	0	17	1140	7	0	52	677	188	0	2556
PEAK HR FACTOR :	0.250	0.350	0.417	0.000	0.941	0.714	0.750	0.000	0.708	0.956	0.583	0.000	0.813	0.984	0.959	0.000	0.983
	0.406				0.955				0.964				0.992				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	7	15	0	54	4	9	0	4	187	3	0	3	284	97	0	669
4:15 PM	3	0	10	0	55	1	6	0	5	247	6	0	2	279	134	0	748
4:30 PM	1	6	27	0	53	2	7	0	7	263	1	0	4	295	91	0	757
4:45 PM	0	5	13	0	66	4	4	0	6	276	1	0	5	272	86	0	738
5:00 PM	3	18	28	0	53	2	7	0	10	239	2	0	1	333	102	0	798
5:15 PM	2	4	11	0	57	1	5	0	5	269	5	0	1	270	121	0	751
5:30 PM	1	5	8	0	51	2	2	0	8	251	4	0	6	306	125	0	769
5:45 PM	2	3	9	0	53	1	3	0	4	214	1	0	1	271	97	0	659
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	48	121	0	442	17	43	0	49	1946	23	0	23	2310	853	0	5889
APPROACH %'s :	7.65%	26.23%	66.12%	0.00%	88.05%	3.39%	8.57%	0.00%	2.43%	96.43%	1.14%	0.00%	0.72%	72.50%	26.77%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	32	60	0	227	9	18	0	29	1035	12	0	13	1181	434	0	3056
PEAK HR FACTOR :	0.500	0.444	0.536	0.000	0.860	0.563	0.643	0.000	0.725	0.938	0.600	0.000	0.542	0.887	0.868	0.000	0.957
	0.500				0.858				0.951				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evergreen St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-004
Date: 8/26/2025

Data - HT

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	1	0	16
7:15 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	13	2	0	22
7:30 AM	0	0	0	0	2	0	0	0	1	6	0	0	0	4	2	0	15
7:45 AM	0	0	0	0	2	0	0	0	0	5	0	0	1	5	1	0	14
8:00 AM	0	0	0	0	5	0	0	0	0	4	0	0	0	10	1	0	20
8:15 AM	0	0	0	0	3	0	1	0	0	2	0	0	0	8	4	0	18
8:30 AM	0	0	1	0	0	0	2	0	0	4	0	0	0	7	0	0	14
8:45 AM	0	0	0	0	2	1	0	0	0	5	0	0	0	2	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	15	1	3	0	1	41	0	0	1	55	11	0	129
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	78.95%	5.26%	15.79%	0.00%	2.38%	97.62%	0.00%	0.00%	1.49%	82.09%	16.42%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	1	0	1	17	0	0	1	27	8	0	67
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.600	0.000	0.250	0.000	0.250	0.708	0.000	0.000	0.250	0.675	0.500	0.000	0.838
					0.650				0.643				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	6	2	0	13
4:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	6	2	0	12
4:30 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	4	1	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	1	0	11
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	3	0	8
5:15 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	5	0	0	11
5:30 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	0	8
5:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	2	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	0	1	0	3	32	0	0	0	31	11	0	82
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	8.57%	91.43%	0.00%	0.00%	0.00%	73.81%	26.19%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	2	17	0	0	0	13	4	0	38
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.607	0.000	0.000	0.000	0.650	0.333	0.000	0.864
					0.500				0.679				0.850				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evergreen St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-004
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Evergreen St				Evergreen St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	2	0	0	1	0	0	1	0	1	0	7
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	1	0	0	1	0	1	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.500
					0.375				0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	0	0	0	1	0	0	0	3	1	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500
			0.250				0.250				0.250				0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Evergreen St & Arden Wy
City: Sacramento

Project ID: 25-070192-004
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Evergreen St		Evergreen St		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	1	3	6
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%			25.00%	75.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	1	0	0	0	1	0	3
PEAK HR FACTOR :	0.250		0.250				0.250		0.375
	0.250		0.250				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	1	0	0	1	1	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	2	2	2	0	3	1	11
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	100.00%	0.00%	75.00%	25.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	1	1	4
PEAK HR FACTOR :			0.250	0.250			0.250	0.250	0.500
			0.500				0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-005
Date: 8/26/2025

Data - Total

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	4	3	0	43	11	18	0	10	213	10	0	11	187	49	1	563
7:15 AM	5	3	4	0	73	11	21	0	10	285	11	0	12	183	35	2	655
7:30 AM	7	7	7	0	98	19	19	0	8	386	11	0	9	202	34	1	808
7:45 AM	5	2	9	0	127	27	20	0	16	335	14	0	7	202	66	0	830
8:00 AM	8	3	8	0	122	12	13	0	8	357	18	0	9	223	47	3	831
8:15 AM	8	5	7	0	132	17	15	0	16	335	15	0	9	203	53	1	816
8:30 AM	5	3	3	0	95	16	18	0	11	373	12	0	13	189	40	1	779
8:45 AM	5	5	10	0	88	14	17	0	11	283	10	0	16	177	40	3	679
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	32	51	0	778	127	141	0	90	2567	101	0	86	1566	364	12	5961
APPROACH %'s :	35.66%	24.81%	39.53%	0.00%	74.38%	12.14%	13.48%	0.00%	3.26%	93.07%	3.66%	0.00%	4.24%	77.22%	17.95%	0.59%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	28	17	31	0	479	75	67	0	48	1413	58	0	34	830	200	5	3285
PEAK HR FACTOR :	0.875	0.607	0.861	0.000	0.907	0.694	0.838	0.000	0.750	0.915	0.806	0.000	0.944	0.930	0.758	0.417	0.988
	0.905				0.892				0.938				0.948				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	12	13	0	64	19	14	0	18	233	8	1	14	363	48	2	824
4:15 PM	12	9	11	0	42	13	27	0	17	267	13	0	12	366	44	7	840
4:30 PM	15	10	9	0	60	13	23	0	19	325	12	0	10	379	47	1	923
4:45 PM	19	19	20	0	70	20	16	0	18	323	17	0	5	332	50	5	914
5:00 PM	20	16	14	0	97	20	34	0	22	268	12	0	6	378	81	3	971
5:15 PM	6	7	11	0	67	12	17	0	16	330	8	1	10	398	59	2	944
5:30 PM	6	11	9	0	49	18	20	1	15	269	17	0	21	357	46	6	845
5:45 PM	5	9	5	0	35	9	10	0	14	252	7	0	11	371	45	4	777
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	93	92	0	484	124	161	1	139	2267	94	2	89	2944	420	30	7038
APPROACH %'s :	34.63%	32.86%	32.51%	0.00%	62.86%	16.10%	20.91%	0.13%	5.56%	90.61%	3.76%	0.08%	2.56%	84.52%	12.06%	0.86%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	60	52	54	0	294	65	90	0	75	1246	49	1	31	1487	237	11	3752
PEAK HR FACTOR :	0.750	0.684	0.675	0.000	0.758	0.813	0.662	0.000	0.852	0.944	0.721	0.250	0.775	0.934	0.731	0.550	0.966
	0.716				0.743				0.957				0.941				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-005
Date: 8/26/2025

Data - HT

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	1	0	1	0	1	0	2	6	1	0	2	8	0	0	23
7:15 AM	1	0	1	0	1	1	1	0	0	4	1	0	2	11	0	0	23
7:30 AM	1	0	1	0	1	0	0	0	0	8	1	0	1	5	0	0	18
7:45 AM	1	0	2	0	1	0	0	0	1	7	0	0	0	6	3	0	21
8:00 AM	1	0	3	0	1	0	2	0	0	7	2	0	1	8	0	0	25
8:15 AM	0	0	1	0	2	0	0	0	0	4	0	0	1	12	1	0	21
8:30 AM	0	0	0	0	2	1	2	0	0	6	0	0	0	5	0	0	16
8:45 AM	0	1	1	0	2	1	0	0	0	6	1	0	0	2	1	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	2	10	0	11	3	6	0	3	48	6	0	7	57	5	0	162
APPROACH %'s :	25.00%	12.50%	62.50%	0.00%	55.00%	15.00%	30.00%	0.00%	5.26%	84.21%	10.53%	0.00%	10.14%	82.61%	7.25%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	7	0	5	0	2	0	1	26	3	0	3	31	4	0	85
PEAK HR FACTOR :	0.750	0.000	0.583	0.000	0.625	0.000	0.250	0.000	0.250	0.813	0.375	0.000	0.750	0.646	0.333	0.000	0.850
	0.625				0.583				0.833				0.679				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	0	3	1	0	1	7	1	0	15
4:15 PM	0	1	1	0	0	0	0	0	0	3	0	0	1	8	1	0	15
4:30 PM	0	0	0	0	1	0	0	0	0	7	0	0	1	5	2	0	16
4:45 PM	0	0	1	0	1	0	1	0	1	6	0	0	0	3	2	0	15
5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	5	3	0	10
5:15 PM	1	0	1	0	1	0	0	0	0	3	1	0	0	4	0	1	12
5:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	1	9
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	5	0	3	0	1	0	2	30	4	0	3	39	11	2	102
APPROACH %'s :	14.29%	14.29%	71.43%	0.00%	75.00%	0.00%	25.00%	0.00%	5.56%	83.33%	11.11%	0.00%	5.45%	70.91%	20.00%	3.64%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	2	0	3	0	1	0	2	16	2	0	1	17	7	1	53
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.750	0.000	0.250	0.000	0.500	0.571	0.500	0.000	0.250	0.850	0.583	0.250	0.828
	0.375				0.500				0.714				0.813				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-005
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Blumenfeld Dr/Harvard St				Blumenfeld Dr/Harvard St				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	0	2	0	2	1	0	0	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	2	1	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.438
					0.375				0.375				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0.5	0.5	0	1.5	0.5	1	0	2	1.5	0.5	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	1	0	0	0	2	1	0	0	2	0	0	8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.417
		0.250				0.250				0.500				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Blumenfeld Dr/Harvard St & Arden Wy
City: Sacramento

Project ID: 25-070192-005
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Blumenfeld Dr/Harvard St		Blumenfeld Dr/Harvard St		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	1	0	0	3
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :				0.250					0.250
			0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	2	1	1	1	1	7
5:15 PM	0	0	0	0	2	2	0	0	4
5:30 PM	0	0	1	2	2	0	0	0	5
5:45 PM	0	0	1	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	3	4	5	5	1	1	20
APPROACH %'s :	100.00%	0.00%	42.86%	57.14%	50.00%	50.00%	50.00%	50.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	1	2	3	3	1	1	11
PEAK HR FACTOR :			0.250	0.250	0.375	0.375	0.250	0.250	0.393
			0.250		0.375		0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-006
Date: 8/26/2025

Data - Total

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	75	0	26	0	0	235	13	0	0	222	47	0	618
7:15 AM	0	0	0	0	88	0	15	0	0	335	28	0	0	218	68	0	752
7:30 AM	0	0	0	0	95	0	16	0	0	444	37	0	0	227	109	0	928
7:45 AM	0	0	0	0	99	0	13	0	0	439	46	0	0	280	105	0	982
8:00 AM	0	0	0	0	104	0	17	0	0	446	37	0	0	248	81	0	933
8:15 AM	0	0	0	0	128	0	24	0	0	447	40	0	0	241	58	0	938
8:30 AM	0	0	0	0	162	0	24	0	0	419	30	0	0	219	87	0	941
8:45 AM	0	0	0	0	100	0	25	0	0	375	28	0	0	214	64	0	806
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	851	0	160	0	0	3140	259	0	0	1869	619	0	6898
APPROACH %'s :					84.17%	0.00%	15.83%	0.00%	0.00%	92.38%	7.62%	0.00%	0.00%	75.12%	24.88%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	493	0	78	0	0	1751	153	0	0	988	331	0	3794
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.761	0.000	0.813	0.000	0.000	0.979	0.832	0.000	0.000	0.882	0.788	0.000	0.966
					0.767				0.977				0.856				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	135	0	26	0	0	296	24	0	0	408	68	0	957
4:15 PM	0	0	0	0	130	0	17	0	0	323	17	0	0	425	87	0	999
4:30 PM	0	0	0	0	114	0	22	0	0	369	21	0	0	395	100	0	1021
4:45 PM	0	0	0	0	131	0	23	0	0	372	27	0	0	375	71	0	999
5:00 PM	0	0	0	0	97	0	18	0	0	370	30	0	0	461	74	0	1050
5:15 PM	0	0	0	0	124	0	12	0	0	386	21	0	0	445	110	0	1098
5:30 PM	0	0	0	0	143	0	26	0	0	314	11	0	0	422	72	0	988
5:45 PM	0	0	0	0	111	0	28	0	0	294	17	0	0	383	67	0	900
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	985	0	172	0	0	2724	168	0	0	3314	649	0	8012
APPROACH %'s :					85.13%	0.00%	14.87%	0.00%	0.00%	94.19%	5.81%	0.00%	0.00%	83.62%	16.38%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	466	0	75	0	0	1497	99	0	0	1676	355	0	4168
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.889	0.000	0.815	0.000	0.000	0.970	0.825	0.000	0.000	0.909	0.807	0.000	0.949
					0.878				0.980				0.915				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-006
Date: 8/26/2025

Data - HT

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	2	0	16
7:15 AM	0	0	0	0	0	0	1	0	0	5	1	0	0	12	2	0	21
7:30 AM	0	0	0	0	1	0	0	0	0	10	0	0	0	6	1	0	18
7:45 AM	0	0	0	0	0	0	1	0	0	8	1	0	0	8	0	0	18
8:00 AM	0	0	0	0	3	0	0	0	0	13	0	0	0	9	1	0	26
8:15 AM	0	0	0	0	1	0	1	0	0	7	0	0	0	13	1	0	23
8:30 AM	0	0	0	0	2	0	0	0	0	6	1	0	0	5	1	0	15
8:45 AM	0	0	0	0	1	0	2	0	0	10	0	0	0	4	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	5	0	0	65	3	0	0	65	8	0	154
APPROACH %'s :					61.54%	0.00%	38.46%	0.00%	0.00%	95.59%	4.41%	0.00%	0.00%	89.04%	10.96%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	2	0	0	34	2	0	0	35	3	0	82
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.654	0.500	0.000	0.000	0.673	0.750	0.000	0.788
					0.667				0.692				0.679				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	3	0	2	0	0	5	2	0	0	8	1	0	21
4:15 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	8	0	0	13
4:30 PM	0	0	0	0	2	0	1	0	0	6	1	0	0	7	0	0	17
4:45 PM	0	0	0	0	2	0	0	0	0	7	1	0	0	5	0	0	15
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	9	1	0	12
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	1	0	10
5:30 PM	0	0	0	0	3	0	1	0	0	5	0	0	0	3	0	0	12
5:45 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	6	1	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	13	0	5	0	0	37	4	0	0	50	4	0	113
APPROACH %'s :					72.22%	0.00%	27.78%	0.00%	0.00%	90.24%	9.76%	0.00%	0.00%	92.59%	7.41%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	1	0	0	18	2	0	0	25	2	0	54
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.643	0.500	0.000	0.000	0.694	0.500	0.000	0.794
					0.583				0.625				0.675				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-006
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 WB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arde Project ID: 25-070192-006
City: Sacramento Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 80 WB Ramps/SR 160/Capital City Fwy/N		US 80 WB Ramps/SR 160/Capital City Fwy/N		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	0	0	0	0	0	4
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.250							0.500
	0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-007
Date: 8/26/2025

Data - Total

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	95	0	0	0	96	0	37	269	0	0	0	173	77	0	747
7:15 AM	0	0	110	0	0	0	92	0	59	365	0	0	0	200	101	0	927
7:30 AM	0	0	145	0	0	0	86	0	88	440	0	0	0	242	154	1	1156
7:45 AM	0	0	170	0	0	0	93	0	86	454	0	0	0	304	132	0	1239
8:00 AM	0	0	197	0	0	0	87	0	63	479	0	0	0	230	130	0	1186
8:15 AM	0	0	166	0	0	0	88	0	54	526	0	0	0	217	118	0	1169
8:30 AM	0	0	173	0	0	0	79	0	66	510	0	0	0	221	131	0	1180
8:45 AM	0	0	176	0	0	0	83	0	54	428	0	0	0	201	125	0	1067
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1232	0	0	0	704	0	507	3471	0	0	0	1788	968	1	8671
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	12.75%	87.25%	0.00%	0.00%	0.00%	64.85%	35.11%	0.04%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	706	0	0	0	347	0	269	1969	0	0	0	972	511	0	4774
PEAK HR FACTOR :	0.000	0.000	0.896	0.000	0.000	0.000	0.933	0.000	0.782	0.936	0.000	0.000	0.000	0.799	0.968	0.000	0.963
			0.896				0.933				0.965				0.850		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	169	0	0	0	69	0	60	364	0	0	0	416	232	1	1311
4:15 PM	0	0	224	0	0	0	94	0	44	416	0	0	0	409	196	0	1383
4:30 PM	0	0	229	0	0	0	80	0	73	397	0	0	0	416	241	0	1436
4:45 PM	0	0	225	0	0	0	86	0	53	450	0	0	0	359	200	0	1373
5:00 PM	0	0	218	0	0	0	127	0	60	410	0	0	0	434	241	0	1490
5:15 PM	0	0	253	0	0	0	101	0	65	441	0	0	0	451	221	0	1532
5:30 PM	0	0	270	0	0	0	78	0	44	416	0	0	0	393	189	0	1390
5:45 PM	0	0	224	0	0	0	83	0	37	374	0	0	0	377	194	0	1289
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1812	0	0	0	718	0	436	3268	0	0	0	3255	1714	1	11204
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	11.77%	88.23%	0.00%	0.00%	0.00%	65.49%	34.49%	0.02%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	925	0	0	0	394	0	251	1698	0	0	0	1660	903	0	5831
PEAK HR FACTOR :	0.000	0.000	0.914	0.000	0.000	0.000	0.776	0.000	0.860	0.943	0.000	0.000	0.000	0.920	0.937	0.000	0.952
			0.914				0.776				0.963				0.949		

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-007
Date: 8/26/2025

Data - HT

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	2	0	0	0	5	0	0	7	0	0	0	7	2	0	23
7:15 AM	0	0	2	0	0	0	1	0	2	2	0	0	0	13	2	0	22
7:30 AM	0	0	2	0	0	0	2	0	3	8	0	0	0	3	4	0	22
7:45 AM	0	0	4	0	0	0	5	0	3	6	0	0	0	5	2	0	25
8:00 AM	0	0	6	0	0	0	2	0	6	10	0	0	0	6	1	0	31
8:15 AM	0	0	4	0	0	0	5	0	2	6	0	0	0	9	3	0	29
8:30 AM	0	0	6	0	0	0	0	0	4	3	0	0	0	6	2	0	21
8:45 AM	0	0	2	0	0	0	1	0	2	10	0	0	0	4	4	0	23
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	28	0	0	0	21	0	22	52	0	0	0	53	20	0	196
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	29.73%	70.27%	0.00%	0.00%	0.00%	72.60%	27.40%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	20	0	0	0	12	0	15	25	0	0	0	26	8	0	106
PEAK HR FACTOR :	0.000	0.000	0.833	0.000	0.000	0.000	0.600	0.000	0.625	0.625	0.000	0.000	0.000	0.722	0.667	0.000	0.855
	0.833				0.600				0.625				0.708				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	3	0	3	5	0	0	0	7	2	0	22
4:15 PM	0	0	2	0	0	0	2	0	1	3	0	0	0	5	4	0	17
4:30 PM	0	0	3	0	0	0	0	0	2	6	0	0	0	7	4	0	22
4:45 PM	0	0	3	0	0	0	0	0	3	6	0	0	0	5	0	0	17
5:00 PM	0	0	2	0	0	0	2	0	0	2	0	0	0	8	2	0	16
5:15 PM	0	0	2	0	0	0	1	0	0	5	0	0	0	4	1	0	13
5:30 PM	0	0	1	0	0	0	0	0	1	7	0	0	0	3	0	0	12
5:45 PM	0	0	3	0	0	0	2	0	0	6	0	0	0	5	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	18	0	0	0	10	0	10	40	0	0	0	44	13	0	135
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	77.19%	22.81%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	10	0	0	0	3	0	5	19	0	0	0	24	7	0	68
PEAK HR FACTOR :	0.000	0.000	0.833	0.000	0.000	0.000	0.375	0.000	0.417	0.792	0.000	0.000	0.000	0.750	0.438	0.000	0.773
	0.833				0.375				0.667				0.705				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-007
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.750
									0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	1	2	0	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 80 EB Ramps/SR 160/Capital City Fwy/N Sacramento Fwy & Arder Project ID: 25-070192-007
City: Sacramento Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 80 EB Ramps/SR 160/Capital City Fwy/N		US 80 EB Ramps/SR 160/Capital City Fwy/N		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	2
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	1	0	1	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	2	0	0	4
5:00 PM	0	1	0	1	0	1	0	0	3
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	2	1	3	3	0	0	14
APPROACH %'s :	60.00%	40.00%	66.67%	33.33%	50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	1	0	1	1	3	0	0	8
PEAK HR FACTOR :	0.250	0.250		0.250	0.250	0.375			0.500
	0.375		0.250		0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sears Drwy/Point W Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-008
Date: 8/26/2025

Data - Total

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	6	0	0	0	36	0	11	287	56	0	0	210	7	0	613
7:15 AM	0	0	13	0	0	0	24	0	9	397	75	1	0	278	2	0	799
7:30 AM	0	0	13	0	0	0	64	0	9	502	72	1	0	354	2	0	1017
7:45 AM	0	0	6	0	0	0	46	0	14	482	119	1	0	366	7	0	1041
8:00 AM	0	0	5	0	0	0	51	0	16	547	121	0	0	319	5	0	1064
8:15 AM	0	0	6	0	0	0	30	0	22	573	91	2	0	299	12	0	1035
8:30 AM	0	0	18	0	0	0	40	0	18	572	101	0	0	316	14	0	1079
8:45 AM	0	0	13	0	0	0	31	0	33	478	92	1	0	294	5	0	947
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	80	0	0	0	322	0	132	3838	727	6	0	2436	54	0	7595
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	2.81%	81.61%	15.46%	0.13%	0.00%	97.83%	2.17%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	35	0	0	0	167	0	70	2174	432	3	0	1300	38	0	4219
PEAK HR FACTOR :	0.000	0.000	0.486	0.000	0.000	0.000	0.819	0.000	0.795	0.949	0.893	0.375	0.000	0.888	0.679	0.000	0.978
	0.486				0.819				0.969				0.897				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	23	0	0	0	44	0	45	472	30	4	0	612	12	0	1242
4:15 PM	0	0	21	0	0	0	46	0	54	537	48	0	0	547	13	0	1266
4:30 PM	0	0	25	0	0	0	60	0	56	529	34	0	0	618	15	0	1337
4:45 PM	0	0	26	0	0	0	38	0	59	563	49	1	0	509	19	0	1264
5:00 PM	0	0	29	0	0	0	77	0	53	547	38	1	0	627	15	0	1387
5:15 PM	0	0	16	0	0	0	52	0	57	597	29	0	0	602	14	0	1367
5:30 PM	0	0	18	0	0	0	47	0	69	589	39	0	0	523	12	0	1297
5:45 PM	0	0	22	0	0	0	54	0	62	489	42	1	0	506	14	0	1190
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	180	0	0	0	418	0	455	4323	309	7	0	4544	114	0	10350
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	8.93%	84.86%	6.07%	0.14%	0.00%	97.55%	2.45%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	96	0	0	0	227	0	225	2236	150	2	0	2356	63	0	5355
PEAK HR FACTOR :	0.000	0.000	0.828	0.000	0.000	0.000	0.737	0.000	0.953	0.936	0.765	0.500	0.000	0.939	0.829	0.000	0.965
	0.828				0.737				0.956				0.942				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sears Drwy/Point W Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-008
Date: 8/26/2025

Data - HT

NS/EW Streets: Sears Drwy/Point W Way | Sears Drwy/Point W Way | Arden Wy | Arden Wy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	7	1	0	0	6	1	0	17
7:15 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	14	0	0	20
7:30 AM	0	0	2	0	0	0	0	0	0	10	0	0	0	7	0	0	19
7:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	17
8:00 AM	0	0	0	0	0	0	0	0	2	13	1	0	0	7	0	0	23
8:15 AM	0	0	0	0	0	0	0	0	1	6	2	0	0	12	1	0	22
8:30 AM	0	0	0	0	0	0	1	0	1	5	4	0	0	7	1	0	19
8:45 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	9	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	4	0	4	66	9	0	0	69	3	0	157
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	5.06%	83.54%	11.39%	0.00%	0.00%	95.83%	4.17%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	4	34	7	0	0	33	2	0	81
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.654	0.438	0.000	0.000	0.688	0.500	0.000	0.880
					0.250				0.703				0.673				

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	3	7	0	0	0	7	0	0	18
4:15 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	9	0	0	14
4:30 PM	0	0	0	0	0	0	1	0	1	8	0	0	0	10	0	0	20
4:45 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0	15
5:00 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	9	0	0	14
5:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	4	0	0	10
5:30 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	0	0	13
5:45 PM	0	0	0	0	0	0	0	0	1	8	0	0	0	4	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	0	9	50	2	0	0	53	0	0	117
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	14.75%	81.97%	3.28%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	4	24	0	0	0	29	0	0	59
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.667	0.000	0.000	0.000	0.725	0.000	0.000	0.738
					0.500				0.778				0.725				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sears Drwy/Point W Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-008
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Sears Drwy/Point W Way				Sears Drwy/Point W Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.750
	0.250				0.000				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	1	0	1	4	1	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Sears Drwy/Point W Way & Arden Wy
City: Sacramento
Project ID: 25-070192-008
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Sears Drwy/Point W Way		Sears Drwy/Point W Way		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	1	2
7:15 AM	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	2	0	2	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	0	3	0	3	0	1	10
APPROACH %'s :	33.33%	66.67%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	1	0	0	2	0	2	0	0	5
PEAK HR FACTOR :	0.250			0.250		0.250			0.250
	0.250		0.250		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	1	0	0	2	0	0	0	0	3
4:30 PM	0	0	0	3	0	0	0	0	3
4:45 PM	0	1	1	1	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	2	4	0	0	0	0	7
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	2	4	10	0	0	0	1	20
APPROACH %'s :	60.00%	40.00%	28.57%	71.43%			0.00%	100.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	1	1	3	8	0	0	0	1	14
PEAK HR FACTOR :	0.250	0.250	0.375	0.500				0.250	0.500
	0.500		0.458				0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-009
Date: 8/26/2025

Data - Total

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	1	5	0	6	5	1	0	2	270	19	4	8	212	1	2	543
7:15 AM	17	2	5	2	6	3	3	0	5	371	24	6	9	251	3	0	707
7:30 AM	24	3	10	4	10	4	0	0	4	474	24	6	11	335	1	2	912
7:45 AM	15	1	2	2	5	3	1	0	2	433	31	4	14	347	3	1	864
8:00 AM	19	0	2	6	6	0	0	0	7	482	46	3	10	317	2	1	901
8:15 AM	34	4	6	5	11	5	2	0	3	518	46	3	17	256	2	2	914
8:30 AM	33	1	10	1	5	4	0	0	14	478	51	13	20	303	3	6	942
8:45 AM	35	1	9	3	10	5	1	0	12	442	52	8	17	230	2	4	831
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	184	13	49	23	59	29	8	0	49	3468	293	47	106	2251	17	18	6614
APPROACH %'s :	68.40%	4.83%	18.22%	8.55%	61.46%	30.21%	8.33%	0.00%	1.27%	89.91%	7.60%	1.22%	4.43%	94.11%	0.71%	0.75%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	101	6	20	14	27	12	3	0	26	1911	174	23	61	1223	10	10	3621
PEAK HR FACTOR :	0.743	0.375	0.500	0.583	0.614	0.600	0.375	0.000	0.464	0.922	0.853	0.442	0.763	0.881	0.833	0.417	0.961
	0.719				0.583				0.936				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	98	11	24	0	22	8	27	0	34	449	33	20	21	504	12	7	1270
4:15 PM	87	16	12	6	22	7	31	0	53	405	24	12	17	405	13	8	1118
4:30 PM	111	17	23	4	19	8	36	0	35	491	28	10	26	482	13	5	1308
4:45 PM	74	12	15	4	26	11	31	0	42	506	28	15	35	429	20	6	1254
5:00 PM	118	29	27	1	18	8	37	0	39	485	22	12	11	458	16	9	1290
5:15 PM	73	7	13	1	24	3	20	0	57	554	17	9	22	527	13	5	1345
5:30 PM	74	13	14	2	34	9	30	0	61	513	23	13	12	395	20	7	1220
5:45 PM	76	10	17	6	22	13	28	0	55	407	14	9	15	419	16	4	1111
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	711	115	145	24	187	67	240	0	376	3810	189	100	159	3619	123	51	9916
APPROACH %'s :	71.46%	11.56%	14.57%	2.41%	37.85%	13.56%	48.58%	0.00%	8.40%	85.14%	4.22%	2.23%	4.02%	91.57%	3.11%	1.29%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	376	65	78	10	87	30	124	0	173	2036	95	46	94	1896	62	25	5197
PEAK HR FACTOR :	0.797	0.560	0.722	0.625	0.837	0.682	0.838	0.000	0.759	0.919	0.848	0.767	0.671	0.899	0.775	0.694	0.966
	0.756				0.886				0.922				0.916				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-009
Date: 8/26/2025

Data - HT

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	1	0	1	5	1	0	0	7	0	0	16
7:15 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	12	2	0	20
7:30 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20
7:45 AM	0	0	0	0	0	0	0	0	0	8	1	0	0	6	0	0	15
8:00 AM	0	0	0	0	2	0	0	0	1	13	0	0	0	10	0	0	26
8:15 AM	2	0	0	0	1	0	0	0	0	6	0	0	0	8	0	0	17
8:30 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	8	0	0	13
8:45 AM	2	0	1	0	0	0	0	0	0	10	0	0	0	7	1	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	2	0	3	0	2	0	2	63	3	0	0	66	3	0	148
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	60.00%	0.00%	40.00%	0.00%	2.94%	92.65%	4.41%	0.00%	0.00%	95.65%	4.35%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	2	0	0	0	3	0	0	0	1	31	2	0	0	32	0	0	71
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.596	0.500	0.000	0.000	0.800	0.000	0.000	0.683
	0.250				0.375				0.607				0.800				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	16
4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
4:45 PM	1	0	0	0	0	0	0	0	0	7	2	0	0	5	0	0	15
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	9	0	0	13
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	2	0	0	0	0	9	0	0	0	4	1	0	16
5:45 PM	1	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	1	0	2	0	0	0	0	47	2	0	0	50	1	0	106
APPROACH %'s :	75.00%	0.00%	25.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	95.92%	4.08%	0.00%	0.00%	98.04%	1.96%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	21	2	0	0	28	0	0	53
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.700	0.000	0.000	0.779
	0.500								0.639				0.700				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-009
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Heritage Ln/Arden Fair Dwy				Heritage Ln/Arden Fair Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250				0.250				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	1.5	0	1.5	1	1.5	0	2	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	1	0	0	0	1	0	0	1	2	0	0	7
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	1	0	0	1	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.625
	0.250				0.250				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Heritage Ln/Arden Fair Dwy & Arden Wy
City: Sacramento

Project ID: 25-070192-009
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Heritage Ln/Arden Fair Dwy		Heritage Ln/Arden Fair Dwy		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	2	0	3
7:15 AM	1	0	1	0	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	1	3
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	1	0	0	5	0	6
8:45 AM	0	2	0	0	0	0	0	5	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	4	1	1	0	0	12	6	25
APPROACH %'s :	20.00%	80.00%	50.00%	50.00%			66.67%	33.33%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	7	1	10
PEAK HR FACTOR :		0.250		0.250			0.350	0.250	0.417
	0.250		0.250				0.400		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	2	4	6
4:30 PM	1	1	0	1	0	0	3	1	7
4:45 PM	0	0	0	1	0	0	6	2	9
5:00 PM	0	0	2	1	0	0	2	3	8
5:15 PM	1	1	2	3	0	0	2	0	9
5:30 PM	2	0	1	2	0	0	2	1	8
5:45 PM	1	0	0	1	0	0	2	5	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	2	5	10	0	0	19	16	57
APPROACH %'s :	71.43%	28.57%	33.33%	66.67%			54.29%	45.71%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	2	4	6	0	0	13	6	33
PEAK HR FACTOR :	0.500	0.500	0.500	0.500			0.542	0.500	0.917
	0.500		0.500				0.594		

National Data & Surveying Services

Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-010
Date: 8/26/2025

Data - Total

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	3	9	0	2	5	7	0	5	240	5	1	9	208	0	1	501
7:15 AM	3	1	11	0	6	1	3	0	5	357	13	0	9	256	0	1	666
7:30 AM	9	0	9	0	6	2	5	0	2	445	19	0	19	338	4	2	860
7:45 AM	8	2	3	0	7	4	5	0	7	390	22	0	13	352	5	1	819
8:00 AM	7	2	8	0	4	6	6	0	4	379	24	2	23	307	4	4	780
8:15 AM	11	4	21	0	5	3	6	0	6	520	28	0	22	273	7	4	910
8:30 AM	10	1	18	0	4	1	12	0	4	449	10	0	29	299	5	3	845
8:45 AM	9	7	16	0	6	5	2	0	8	417	27	1	24	248	2	1	773
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	20	95	0	40	27	46	0	41	3197	148	4	148	2281	27	17	6154
APPROACH %'s :	35.39%	11.24%	53.37%	0.00%	35.40%	23.89%	40.71%	0.00%	1.21%	94.31%	4.37%	0.12%	5.98%	92.24%	1.09%	0.69%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	35	8	41	0	22	15	22	0	19	1734	93	2	77	1270	20	11	3369
PEAK HR FACTOR :	0.795	0.500	0.488	0.000	0.786	0.625	0.917	0.000	0.679	0.834	0.830	0.250	0.837	0.902	0.714	0.688	0.926
	0.583				0.922				0.834				0.929				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	4	28	0	23	7	17	0	10	436	21	1	52	459	39	7	1120
4:15 PM	25	9	53	0	24	9	22	0	24	406	9	1	56	380	24	9	1051
4:30 PM	20	5	39	0	27	7	19	0	20	503	17	1	45	464	41	5	1213
4:45 PM	25	15	30	0	20	5	18	0	22	448	14	4	45	451	29	8	1134
5:00 PM	46	12	40	0	28	14	17	0	17	498	11	4	35	425	38	3	1188
5:15 PM	20	12	24	0	19	6	23	0	28	540	21	6	39	455	30	13	1236
5:30 PM	26	12	35	0	23	12	21	0	16	468	19	2	45	382	38	10	1109
5:45 PM	21	5	23	0	20	9	25	0	20	427	22	0	37	379	34	6	1028
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	199	74	272	0	184	69	162	0	157	3726	134	19	354	3395	273	61	9079
APPROACH %'s :	36.51%	13.58%	49.91%	0.00%	44.34%	16.63%	39.04%	0.00%	3.89%	92.32%	3.32%	0.47%	8.67%	83.15%	6.69%	1.49%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	111	44	133	0	94	32	77	0	87	1989	63	15	164	1795	138	29	4771
PEAK HR FACTOR :	0.603	0.733	0.831	0.000	0.839	0.571	0.837	0.000	0.777	0.921	0.750	0.625	0.911	0.967	0.841	0.558	0.965
	0.735				0.860				0.905				0.958				

National Data & Surveying Services

Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-010
Date: 8/26/2025

Data - HT

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	1	1	0	0	0	4	0	1	0	7	0	0	16
7:15 AM	0	0	1	0	1	1	1	0	0	5	0	0	0	12	0	0	21
7:30 AM	1	0	0	0	1	1	0	0	0	9	1	0	1	9	0	0	23
7:45 AM	1	0	1	0	1	1	0	0	0	7	0	0	0	5	0	0	16
8:00 AM	1	0	0	0	2	1	0	0	0	12	1	0	0	10	0	0	27
8:15 AM	1	0	0	0	1	1	0	0	0	7	0	0	0	8	0	0	18
8:30 AM	3	0	2	0	1	1	0	0	0	3	0	0	0	9	0	0	19
8:45 AM	0	0	0	0	1	1	0	0	0	8	2	0	0	8	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	0	4	0	9	8	1	0	0	55	4	1	1	68	0	0	160
APPROACH %'s :	69.23%	0.00%	30.77%	0.00%	50.00%	44.44%	5.56%	0.00%	0.00%	91.67%	6.67%	1.67%	1.45%	98.55%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	0	1	0	5	4	0	0	0	35	2	0	1	32	0	0	84
PEAK HR FACTOR :	1.000	0.000	0.250	0.000	0.625	1.000	0.000	0.000	0.000	0.729	0.500	0.000	0.250	0.800	0.000	0.000	0.778
	0.625				0.750				0.712				0.825				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	1	0	0	0	6	0	0	1	7	0	0	16
4:15 PM	3	0	0	0	0	2	0	0	0	4	0	0	0	8	0	0	17
4:30 PM	1	0	0	0	2	1	0	0	0	5	0	0	0	8	1	0	18
4:45 PM	1	0	0	0	1	1	0	0	0	5	0	0	2	7	0	0	17
5:00 PM	2	0	0	0	1	1	0	0	0	2	0	0	0	5	2	0	13
5:15 PM	0	0	0	0	0	1	0	0	0	2	1	0	1	4	0	0	9
5:30 PM	2	0	1	0	3	1	0	0	0	7	0	0	0	4	0	0	18
5:45 PM	1	0	0	0	1	1	1	0	0	7	0	0	1	3	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	0	1	0	9	9	1	0	0	38	1	0	5	46	3	0	123
APPROACH %'s :	90.91%	0.00%	9.09%	0.00%	47.37%	47.37%	5.26%	0.00%	0.00%	97.44%	2.56%	0.00%	9.26%	85.19%	5.56%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	0	0	0	4	4	0	0	0	14	1	0	3	24	3	0	57
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.500	1.000	0.000	0.000	0.000	0.700	0.250	0.000	0.375	0.750	0.375	0.000	0.792
	0.500				0.667				0.750				0.833				

National Data & Surveying Services

Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy
City: Sacramento
Control: Signalized

Project ID: 25-070192-010
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way				E Arden Fair Transit Ctr/Challenge Way				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1.5	1	0.5	0	1.5	0.5	1	0	1	3.5	0.5	0	2	3.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	0	7
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.500
										0.250				0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: E Arden Fair Transit Ctr/Challenge Way & Arden Wy
City: Sacramento
Project ID: 25-070192-010
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	E Arden Fair Transit Ctr/Challenge Way		E Arden Fair Transit Ctr/Challenge Way		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	1	0	2
7:45 AM	0	1	0	0	0	0	0	1	2
8:00 AM	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	2	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	1	0	0	2	4	11
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%			33.33%	66.67%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	2	2	7
PEAK HR FACTOR :	0.500	0.250					0.500	0.500	0.875
	0.750						1.000		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	2	0	0	0	0	2	0	6
4:15 PM	0	1	0	1	0	0	1	1	4
4:30 PM	0	1	0	1	0	0	2	2	6
4:45 PM	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	1	1	2
5:45 PM	0	0	2	0	0	0	2	3	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	4	2	2	0	0	11	9	30
APPROACH %'s :	33.33%	66.67%	50.00%	50.00%			55.00%	45.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	5	4	11
PEAK HR FACTOR :		0.250		0.250			0.625	0.500	0.458
	0.250		0.250				0.563		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-011
Date: 8/26/2025

Data - Total

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	141	0	1	0	0	0	0	0	0	66	163	0	0	66	0	1	438
7:15 AM	208	0	2	0	0	0	0	0	0	102	283	0	0	82	0	1	678
7:30 AM	242	0	0	0	0	0	0	0	0	116	334	0	0	119	0	0	811
7:45 AM	263	0	1	0	0	0	0	0	0	107	295	0	0	100	0	1	767
8:00 AM	243	0	1	0	0	0	0	0	0	98	308	0	0	100	0	5	755
8:15 AM	213	0	1	0	0	0	0	0	0	140	393	0	0	89	0	1	837
8:30 AM	223	0	0	0	0	0	0	0	0	136	323	0	0	112	0	2	796
8:45 AM	187	0	1	0	0	0	0	0	0	116	304	0	0	93	0	0	701
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1720	0	7	0	0	0	0	0	0	881	2403	0	0	761	0	11	5783
APPROACH %'s :	99.59%	0.00%	0.41%	0.00%					0.00%	26.83%	73.17%	0.00%	0.00%	98.58%	0.00%	1.42%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	961	0	3	0	0	0	0	0	0	461	1330	0	0	408	0	7	3170
PEAK HR FACTOR :	0.913	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.823	0.846	0.000	0.000	0.857	0.000	0.350	0.947
	0.913				0.840								0.872				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	347	0	2	0	0	0	0	0	0	145	330	0	0	190	0	9	1023
4:15 PM	338	0	0	0	0	0	0	0	0	159	345	0	0	175	0	6	1023
4:30 PM	388	0	0	0	0	0	0	0	0	166	357	0	0	165	0	7	1083
4:45 PM	354	0	1	0	0	0	0	0	0	159	389	0	0	162	0	4	1069
5:00 PM	390	0	0	0	0	0	0	0	0	180	403	0	0	152	0	7	1132
5:15 PM	372	0	1	0	0	0	0	0	0	160	415	0	0	152	0	1	1101
5:30 PM	313	0	0	0	0	0	0	0	0	162	337	0	0	155	0	4	971
5:45 PM	348	0	0	0	0	0	0	0	0	163	342	0	0	152	0	7	1012
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2850	0	4	0	0	0	0	0	0	1294	2918	0	0	1303	0	45	8414
APPROACH %'s :	99.86%	0.00%	0.14%	0.00%					0.00%	30.72%	69.28%	0.00%	0.00%	96.66%	0.00%	3.34%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1504	0	2	0	0	0	0	0	0	665	1564	0	0	631	0	19	4385
PEAK HR FACTOR :	0.964	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.942	0.000	0.000	0.956	0.000	0.679	0.968
	0.965				0.956								0.945				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-011
Date: 8/26/2025

Data - HT

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	0	0	0	0	0	0	0	1	5	0	0	1	0	0	12
7:15 AM	11	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	20
7:30 AM	5	0	0	0	0	0	0	0	0	1	8	0	0	4	0	0	18
7:45 AM	5	0	0	0	0	0	0	0	0	1	7	0	0	1	0	0	14
8:00 AM	9	0	0	0	0	0	0	0	0	3	12	0	0	2	0	0	26
8:15 AM	7	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	16
8:30 AM	6	0	0	0	0	0	0	0	0	5	1	0	0	3	0	0	15
8:45 AM	5	0	0	0	0	0	0	0	0	0	8	0	0	3	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	0	0	0	0	0	0	0	0	20	49	0	0	15	0	0	137
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	28.99%	71.01%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	26	0	0	0	0	0	0	0	0	9	32	0	0	7	0	0	74
PEAK HR FACTOR :	0.722	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.667	0.000	0.000	0.438	0.000	0.000	0.712
	0.722								0.683				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	0	0	0	0	0	0	0	1	6	0	0	4	0	0	15
4:15 PM	7	0	0	0	0	0	0	0	0	2	3	0	0	2	0	0	14
4:30 PM	5	0	0	0	0	0	0	0	0	3	4	0	0	3	0	0	15
4:45 PM	6	0	0	0	0	0	0	0	0	0	6	0	0	2	0	0	14
5:00 PM	6	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	11
5:15 PM	2	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	6
5:30 PM	2	0	0	0	0	0	0	0	0	2	9	0	0	3	0	0	16
5:45 PM	2	0	0	0	0	0	0	0	0	2	6	0	0	2	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	0	0	0	0	0	0	0	0	13	36	0	0	20	0	0	103
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	26.53%	73.47%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	19	0	0	0	0	0	0	0	0	6	12	0	0	9	0	0	46
PEAK HR FACTOR :	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.750	0.000	0.000	0.767
	0.792								0.643				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-011
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Arden Wy				Arden Wy				Arden Wy/Alta Arden Expy				Arden Wy/Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	0	0	0	2	4	0	0	3	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	0	0	3	0	0	4	0	0	9
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy & Arden Wy/Alta Arden Expy
City: Sacramento

Project ID: 25-070192-011
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Arden Wy		Arden Wy		Arden Wy/Alta Arden Expy		Arden Wy/Alta Arden Expy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	2	1	2	0	0	6
APPROACH %'s :			33.33%	66.67%	33.33%	66.67%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	1	1	0	1	0	0	3
PEAK HR FACTOR :			0.250	0.250		0.250			0.750
			0.500		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	1	0	0	0	2
4:15 PM	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	1	0	0	1	0	0	2
5:45 PM	0	0	0	0	1	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	5	2	2	0	0	10
APPROACH %'s :			16.67%	83.33%	50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :				0.750					0.750
			0.750						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd
City: Sacramento
Control: Signalized

Project ID: 25-070192-012
Date: 8/26/2025

Data - Total

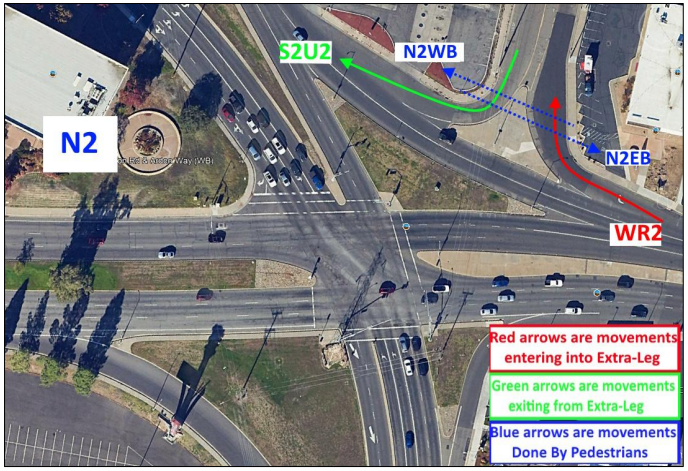
NS/EW Streets:	Arden Wy/Ethan Way				Arden Wy/Ethan Way				Arden Wy/Exposition Blvd				Arden Wy/Exposition Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
7:00 AM	53	44	2	0	58	103	0	0	0	74	66	0	0	76	99	0	0	3	578
7:15 AM	94	58	4	0	89	171	0	0	0	110	82	0	0	102	148	0	12	4	874
7:30 AM	113	63	1	0	150	210	0	0	0	106	127	0	0	123	188	0	10	3	1094
7:45 AM	119	60	2	0	110	163	0	0	0	130	110	0	0	163	182	0	12	5	1056
8:00 AM	111	66	1	0	127	189	2	0	0	130	117	0	0	164	184	0	9	4	1104
8:15 AM	113	59	3	0	150	219	1	0	0	102	105	0	0	141	147	0	15	2	1057
8:30 AM	101	50	4	0	131	210	0	0	0	136	120	0	0	151	171	0	14	7	1095
8:45 AM	90	43	3	0	124	183	0	0	0	124	117	0	0	152	137	0	18	6	997
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	794	443	20	0	939	1448	3	0	0	912	844	0	0	1072	1256	0	90	34	7855
APPROACH %'s :	63.17%	35.24%	1.59%	0.00%	39.29%	60.59%	0.13%	0.00%	0.00%	51.94%	48.06%	0.00%	0.00%	44.33%	51.94%	0.00%	3.72%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																		TOTAL
PEAK HR VOL :	444	235	10	0	518	781	3	0	0	498	452	0	0	619	684	0	50	18	4312
PEAK HR FACTOR :	0.933	0.890	0.625	0.000	0.863	0.892	0.375	0.000	0.000	0.915	0.942	0.000	0.000	0.944	0.929	0.000	0.833	0.643	0.976
	0.952				0.880				0.928				0.947						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
4:00 PM	136	134	15	0	167	152	2	0	0	129	173	0	0	181	207	0	28	6	1330
4:15 PM	137	131	13	0	183	186	1	0	0	139	133	0	0	140	222	0	23	3	1311
4:30 PM	125	134	5	0	162	151	2	0	0	149	152	0	0	186	231	0	25	13	1335
4:45 PM	133	140	12	0	202	208	3	0	0	155	136	0	0	128	193	0	31	9	1350
5:00 PM	145	144	8	0	217	207	0	0	0	134	229	0	0	179	239	0	31	15	1548
5:15 PM	133	151	12	0	173	213	1	0	0	150	167	0	0	140	230	0	28	10	1408
5:30 PM	128	115	11	0	195	156	0	0	0	183	162	0	0	160	182	0	31	6	1329
5:45 PM	131	147	13	0	164	190	2	0	0	119	133	0	0	116	193	0	31	6	1245
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	1068	1096	89	0	1463	1463	11	0	0	1158	1285	0	0	1230	1697	0	228	68	10856
APPROACH %'s :	47.40%	48.65%	3.95%	0.00%	49.81%	49.81%	0.37%	0.00%	0.00%	47.40%	52.60%	0.00%	0.00%	38.99%	53.79%	0.00%	7.23%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	536	569	37	0	754	779	6	0	0	588	684	0	0	633	893	0	115	47	5641
PEAK HR FACTOR :	0.924	0.942	0.771	0.000	0.869	0.914	0.500	0.000	0.000	0.948	0.747	0.000	0.000	0.851	0.934	0.000	0.927	0.783	0.911
	0.961				0.907				0.876				0.914						

National Data & Surveying Services

Intersection Turning Movement Count

Explanation for extra leg movements	
Movements entering the extra leg	
WR2	Movements coming from WB on Arden Wy entering into the Extra Leg (Ethan Way)
Movements exiting the extra leg	
S2U2	Movements exiting from Extra Leg (Ethan Way) entering into Arden Wy NB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd
City: Sacramento
Control: Signalized

Project ID: 25-070192-012
Date: 8/26/2025

Data - HT

NS/EW Streets:	Arden Wy/Ethan Way				Arden Wy/Ethan Way				Arden Wy/Exposition Blvd				Arden Wy/Exposition Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
7:00 AM	4	1	0	0	2	4	0	0	0	1	0	0	0	1	4	0	0	0	17
7:15 AM	3	5	0	0	2	1	0	0	0	2	0	0	0	0	6	0	1	0	20
7:30 AM	0	0	0	0	6	2	0	0	0	1	0	0	0	2	4	0	1	1	17
7:45 AM	1	1	0	0	3	3	0	0	0	4	0	0	0	0	4	0	0	0	16
8:00 AM	1	3	0	0	3	7	0	0	0	1	0	0	0	2	6	0	1	1	25
8:15 AM	4	3	0	0	3	4	1	0	0	2	0	0	0	3	3	0	0	0	23
8:30 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	4	5	0	0	0	12
8:45 AM	1	2	0	0	6	1	0	0	0	7	0	0	0	3	4	0	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	14	16	0	0	25	23	1	0	0	19	0	0	0	15	36	0	3	2	154
APPROACH %'s :	46.67%	53.33%	0.00%	0.00%	51.02%	46.94%	2.04%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	27.78%	66.67%	0.00%	5.56%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																		TOTAL
PEAK HR VOL :	6	8	0	0	9	15	1	0	0	8	0	0	0	9	18	0	1	1	76
PEAK HR FACTOR :	0.375	0.667	0.000	0.000	0.750	0.536	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.563	0.750	0.000	0.250	0.250	0.760
	0.500				0.625				0.500				0.778						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
4:00 PM	0	2	0	0	3	3	0	0	0	3	0	0	0	0	1	0	0	0	12
4:15 PM	2	1	0	0	1	2	0	0	0	2	0	0	0	2	6	0	1	0	17
4:30 PM	1	0	0	0	2	2	0	0	0	2	2	0	0	2	5	0	0	0	16
4:45 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	2	0	0	1	11
5:00 PM	2	3	0	0	1	1	0	0	0	2	1	0	0	1	3	0	0	0	14
5:15 PM	1	0	1	0	1	0	0	0	0	4	0	0	0	1	2	0	0	0	10
5:30 PM	0	0	0	0	5	4	0	0	0	2	1	0	0	1	2	0	1	0	16
5:45 PM	1	0	0	0	4	2	0	0	0	1	6	0	0	0	3	0	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	7	9	1	0	18	18	0	0	0	16	10	0	0	7	24	0	2	1	113
APPROACH %'s :	41.18%	52.94%	5.88%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	61.54%	38.46%	0.00%	0.00%	21.21%	72.73%	0.00%	6.06%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	4	6	1	0	5	7	0	0	0	8	3	0	0	4	12	0	0	1	51
PEAK HR FACTOR :	0.500	0.500	0.250	0.000	0.625	0.438	0.000	0.000	0.000	0.500	0.375	0.000	0.000	0.500	0.600	0.000	0.000	0.250	0.797
	0.550				0.600				0.688				0.571						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd
City: Sacramento
Control: Signalized

Project ID: 25-070192-012
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Arden Wy/Ethan Way				Arden Wy/Ethan Way				Arden Wy/Exposition Blvd				Arden Wy/Exposition Blvd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
PEAK HR :	07:45 AM - 08:45 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500
									0.250						0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					SOUTHBOUND2	
	2	2	1	0	2.5	1.5	1	0	0	3	1	0	0	3	2	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2U2	TOTAL
TOTAL VOLUMES :	1	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	1	1	8
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500
					0.250				0.250						0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Arden Wy/Ethan Way & Arden Wy/Exposition Blvd
City: Sacramento

Project ID: 25-070192-012
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Arden Wy/Ethan Way		Arden Wy/Ethan Way		Arden Wy/Exposition Blvd		Arden Wy/Exposition Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	2	0	1	2	0	0	0	6
8:15 AM	2	1	0	0	0	2	0	0	0	1	6
8:30 AM	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	2	1	0	0	0	2	0	0	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	5	5	0	2	1	5	2	0	1	1	22
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	16.67%	83.33%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	07:45 AM - 08:45 AM										TOTAL
PEAK HR VOL :	3	2	0	2	0	3	2	0	0	1	13
PEAK HR FACTOR :	0.375	0.500		0.250		0.375	0.250			0.250	0.542
	0.417		0.250		0.375		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	0	1	0	0	1	0	0	0	0	0	2
4:15 PM	1	0	0	1	0	1	1	0	0	0	4
4:30 PM	1	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	2
5:00 PM	1	0	0	0	0	1	0	0	0	0	2
5:15 PM	1	0	0	0	1	4	0	0	0	0	6
5:30 PM	0	2	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	4	4	0	1	3	7	1	0	0	0	20
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	30.00%	70.00%	100.00%	0.00%			
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	3	1	0	0	2	6	0	0	0	0	12
PEAK HR FACTOR :	0.750	0.250			0.500	0.375					0.500
	1.000				0.400						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-013
Date: 8/26/2025

Data - Total

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	22	3	15	0	9	59	1	1	1	59	9	1	180
7:15 AM	0	10	3	0	22	4	11	0	15	89	0	0	1	70	4	4	233
7:30 AM	0	8	1	0	28	2	27	0	11	102	1	1	0	87	10	4	282
7:45 AM	2	9	1	0	40	3	29	0	13	93	2	0	0	67	11	0	270
8:00 AM	2	5	2	0	42	3	32	0	14	89	0	0	1	70	14	5	279
8:15 AM	1	12	2	0	23	1	22	1	15	122	1	1	0	70	19	2	292
8:30 AM	1	8	3	0	29	5	32	0	21	119	4	0	1	77	9	5	314
8:45 AM	0	10	5	1	22	4	25	0	8	106	0	1	2	71	14	5	274
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	62	17	1	228	25	193	1	106	779	9	4	6	571	90	26	2124
APPROACH %'s :	6.98%	72.09%	19.77%	1.16%	51.01%	5.59%	43.18%	0.22%	11.80%	86.75%	1.00%	0.45%	0.87%	82.40%	12.99%	3.75%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	35	12	1	116	13	111	1	58	436	5	2	4	288	56	17	1159
PEAK HR FACTOR :	0.500	0.729	0.600	0.250	0.690	0.650	0.867	0.250	0.690	0.893	0.313	0.500	0.500	0.935	0.737	0.850	0.923
	0.813				0.782				0.870				0.992				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	17	9	0	47	1	39	0	29	111	3	1	5	141	39	22	469
4:15 PM	3	15	5	0	42	1	34	1	34	137	0	3	2	128	35	15	455
4:30 PM	2	18	4	0	58	8	24	0	24	138	3	3	3	155	40	16	496
4:45 PM	3	20	12	1	50	4	32	2	36	128	1	1	3	128	40	19	480
5:00 PM	6	17	10	0	53	8	13	0	37	140	3	1	2	140	41	18	489
5:15 PM	1	18	9	0	59	6	29	2	29	139	0	0	4	143	37	21	497
5:30 PM	6	19	7	0	56	2	32	1	27	139	0	1	4	113	33	20	460
5:45 PM	3	21	8	0	43	2	28	0	20	152	0	0	4	116	41	22	460
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	145	64	1	408	32	231	6	236	1084	10	10	27	1064	306	153	3806
APPROACH %'s :	12.13%	60.67%	26.78%	0.42%	60.27%	4.73%	34.12%	0.89%	17.61%	80.90%	0.75%	0.75%	1.74%	68.65%	19.74%	9.87%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	12	73	35	1	220	26	98	4	126	545	7	5	12	566	158	74	1962
PEAK HR FACTOR :	0.500	0.913	0.729	0.250	0.932	0.813	0.766	0.500	0.851	0.973	0.583	0.417	0.750	0.913	0.963	0.881	0.987
	0.840				0.906				0.943				0.946				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-013
Date: 8/26/2025

Data - HT

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	4
7:15 AM	0	1	0	0	1	0	0	0	2	2	0	0	0	1	0	0	7
7:30 AM	0	1	0	0	1	0	3	0	1	0	1	0	0	1	0	0	8
7:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	1	0	0	0	0	1	0	1	2	0	0	1	1	0	0	7
8:15 AM	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	1	0	1	4	0	0	0	2	0	0	8
8:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	8	0	6	0	6	13	1	0	1	9	2	0	49
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	57.14%	0.00%	42.86%	0.00%	30.00%	65.00%	5.00%	0.00%	8.33%	75.00%	16.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	5	0	3	0	2	10	0	0	1	5	0	0	27
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.417	0.000	0.750	0.000	0.500	0.625	0.000	0.000	0.250	0.625	0.000	0.000	0.844
		0.250				0.667				0.600				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	1	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	5
4:30 PM	0	0	0	0	0	0	2	0	1	2	0	0	1	1	0	0	7
4:45 PM	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4
5:15 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	2	0	1	1	0	0	0	1	0	0	6
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	3	0	13	0	5	8	0	0	1	7	0	0	39
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	18.75%	0.00%	81.25%	0.00%	38.46%	61.54%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	6	0	2	4	0	0	1	3	0	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.500	0.500	0.000	0.000	0.250	0.375	0.000	0.000	0.679
						0.450				0.500				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy
City: Sacramento
Control: Signalized

Project ID: 25-070192-013
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Ethan Way				Ethan Way				Alta Arden Expy				Alta Arden Expy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	0	0	0	0	0	0	0	2	0	0	1	2	0	0	9
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	2	0	0	0	0	0	0	0	1	0	0	1	1	0	0	6
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.500
	0.750								0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	1	2	0	0	5
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	2	0	0	0	2	0	0	0	2	6	1	0	15
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	22.22%	66.67%	11.11%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	1	0	0	0	1	1	1	0	6
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.500
	0.500								0.250				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ethan Way & Alta Arden Expy
City: Sacramento

Project ID: 25-070192-013
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Ethan Way		Ethan Way		Alta Arden Expy		Alta Arden Expy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	0	0	0	0	1	0	3
7:15 AM	0	0	1	0	0	0	0	2	3
7:30 AM	0	0	1	0	0	0	0	1	2
7:45 AM	0	0	1	0	0	0	0	1	2
8:00 AM	0	1	0	0	0	0	0	1	2
8:15 AM	1	0	0	0	0	0	1	1	3
8:30 AM	0	0	0	0	0	0	2	1	3
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	1	3	0	0	0	4	7	19
APPROACH %'s :	80.00%	20.00%	100.00%	0.00%			36.36%	63.64%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	2	1	0	0	0	0	3	3	9
PEAK HR FACTOR :	0.500	0.250					0.375	0.750	0.750
	0.750						0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	2	0	0	1	1	5
4:15 PM	3	0	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	3	1	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	1
5:15 PM	1	0	0	0	0	0	0	4	5
5:30 PM	1	2	2	0	0	0	0	3	8
5:45 PM	1	3	0	1	1	0	2	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	7	2	3	1	1	4	8	35
APPROACH %'s :	56.25%	43.75%	40.00%	60.00%	50.00%	50.00%	33.33%	66.67%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	4	1	0	0	0	0	1	4	10
PEAK HR FACTOR :	0.333	0.250					0.250	0.250	0.500
	0.313						0.313		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frienza Ave/Auburn Blvd
City: Sacramento
Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014
Date: 8/26/2025

Data - Total

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frienza Ave/Auburn Blvd				Frienza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	16	0	0	0	26	67	0	8	1	2	0	4	1	3	0	133
7:15 AM	1	22	4	0	2	40	100	0	7	0	2	0	2	0	1	0	181
7:30 AM	4	33	1	0	0	54	149	0	11	0	2	0	4	1	1	0	260
7:45 AM	5	18	2	1	3	42	147	0	12	0	1	0	1	2	3	0	237
8:00 AM	5	30	1	0	1	57	166	0	7	1	4	0	3	1	0	0	276
8:15 AM	5	15	1	0	3	46	158	0	8	0	2	0	0	0	1	0	239
8:30 AM	2	26	2	0	0	69	134	0	14	3	1	0	0	1	2	0	254
8:45 AM	4	16	1	0	1	51	123	1	12	1	0	0	1	0	3	0	214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	176	12	1	10	385	1044	1	79	6	14	0	15	6	14	0	1794
APPROACH %'s :	14.09%	80.00%	5.45%	0.45%	0.69%	26.74%	72.50%	0.07%	79.80%	6.06%	14.14%	0.00%	42.86%	17.14%	40.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	96	5	1	7	199	620	0	38	1	9	0	8	4	5	0	1012
PEAK HR FACTOR :	0.950	0.727	0.625	0.250	0.583	0.873	0.934	0.000	0.792	0.250	0.563	0.000	0.500	0.500	0.417	0.000	0.917
	0.796				0.922				0.923				0.708				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	81	1	0	2	38	43	0	78	1	8	0	0	0	4	0	265
4:15 PM	2	81	1	0	2	40	43	0	61	0	9	0	0	1	4	0	244
4:30 PM	2	76	0	0	0	37	62	0	71	1	4	0	0	1	5	0	259
4:45 PM	4	92	3	0	2	35	50	0	66	1	6	0	0	0	4	0	263
5:00 PM	4	113	2	0	0	34	42	0	98	2	8	0	3	1	2	0	309
5:15 PM	3	110	1	0	0	35	48	0	93	2	3	0	4	1	1	0	301
5:30 PM	5	69	3	0	1	45	48	0	58	0	8	0	0	0	2	0	239
5:45 PM	2	69	3	0	1	30	28	0	46	1	7	0	0	1	3	0	191
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	691	14	0	8	294	364	0	571	8	53	0	7	5	25	0	2071
APPROACH %'s :	4.21%	93.89%	1.90%	0.00%	1.20%	44.14%	54.65%	0.00%	90.35%	1.27%	8.39%	0.00%	18.92%	13.51%	67.57%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	13	391	6	0	2	141	202	0	328	6	21	0	7	3	12	0	1132
PEAK HR FACTOR :	0.813	0.865	0.500	0.000	0.250	0.953	0.815	0.000	0.837	0.750	0.656	0.000	0.438	0.750	0.600	0.000	0.916
	0.861				0.871				0.822				0.917				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frienza Ave/Auburn Blvd
City: Sacramento
Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014
Date: 8/26/2025

Data - HT

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frienza Ave/Auburn Blvd				Frienza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	0	1	0	2	1	0	0	1	1	0	0	10
7:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
7:45 AM	0	1	1	0	1	1	2	0	2	0	0	0	0	0	0	0	8
8:00 AM	0	1	0	0	1	1	2	0	0	0	1	0	1	0	0	0	7
8:15 AM	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
8:30 AM	1	1	0	0	0	5	8	0	0	0	1	0	0	0	0	0	16
8:45 AM	1	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	13	1	0	2	9	17	0	6	1	3	0	2	2	0	0	58
APPROACH %'s :	12.50%	81.25%	6.25%	0.00%	7.14%	32.14%	60.71%	0.00%	60.00%	10.00%	30.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	1	0	2	3	6	0	3	0	2	0	1	1	0	0	22
PEAK HR FACTOR :	0.000	0.750	0.250	0.000	0.500	0.750	0.750	0.000	0.375	0.000	0.500	0.000	0.250	0.250	0.000	0.000	0.688
	0.500				0.688				0.625				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	1	0	0	0	0	1	0	0	0	0	0	6
4:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	2	0	0	1	2	0	1	1	0	0	0	0	0	0	8
5:15 PM	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	11	2	0	0	7	6	0	3	1	2	0	0	1	0	0	33
APPROACH %'s :	0.00%	84.62%	15.38%	0.00%	0.00%	53.85%	46.15%	0.00%	50.00%	16.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	5	2	0	0	4	5	0	1	1	1	0	0	1	0	0	20
PEAK HR FACTOR :	0.000	0.417	0.250	0.000	0.000	1.000	0.625	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.625
	0.583				0.750				0.375				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frienza Ave/Auburn Blvd
City: Sacramento
Control: 2-Way Stop(EB/WB)

Project ID: 25-070192-014
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frienza Ave/Auburn Blvd				Frienza Ave/Auburn Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	1	1	1	0	0	0	0	0	1	1	0	0	8
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	33.33%	33.33%	33.33%	0.00%					50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	1	0	1	0	1	0	0	0	0	0	1	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750
	0.375				0.500								0.250				

	Van Ness St/Auburn Blvd				Van Ness St/Auburn Blvd				Frienza Ave/Auburn Blvd				Frienza Ave/Auburn Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	3	1	0	2	0	0	0	0	0	2	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	60.00%	20.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	1	0	0	1	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
					0.500				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Van Ness St/Auburn Blvd & Frienza Ave/Auburn Blvd
City: Sacramento

Project ID: 25-070192-014
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Van Ness St/Auburn Blvd		Van Ness St/Auburn Blvd		Frienza Ave/Auburn Blvd		Frienza Ave/Auburn Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	0	0	2
8:45 AM	0	0	0	2	0	2	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	4	0	4	0	0	9
APPROACH %'s :			20.00%	80.00%	0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	1	1	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	1	0	0	4
APPROACH %'s :	0.00%	100.00%			50.00%	50.00%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	0	0	1	1	0	0	4
PEAK HR FACTOR :		0.250			0.250	0.250			0.250
	0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir
City: Sacramento
Control: Signalized

Project ID: 25-070192-015
Date: 8/27/2025

Data - Total

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	26	3	0	11	98	0	0	0	0	0	0	1	0	11	0	150
7:15 AM	0	33	2	0	14	173	0	0	0	0	0	0	3	0	9	0	234
7:30 AM	0	48	0	0	17	236	0	0	0	0	0	0	3	0	5	0	309
7:45 AM	0	44	3	0	11	250	0	0	0	0	0	0	8	0	6	0	322
8:00 AM	0	47	4	0	9	216	0	0	0	0	0	0	3	0	7	0	286
8:15 AM	0	50	7	0	11	249	0	0	0	0	0	0	2	0	4	0	323
8:30 AM	0	31	1	0	16	232	0	0	0	0	0	0	7	0	6	0	293
8:45 AM	0	42	4	0	15	197	0	0	0	0	0	0	4	0	13	0	275
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	321	24	0	104	1651	0	0	0	0	0	0	31	0	61	0	2192
APPROACH %'s :	0.00%	93.04%	6.96%	0.00%	5.93%	94.07%	0.00%	0.00%					33.70%	0.00%	66.30%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	189	14	0	48	951	0	0	0	0	0	0	16	0	22	0	1240
PEAK HR FACTOR :	0.000	0.945	0.500	0.000	0.706	0.951	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.786	0.000	0.960
		0.890				0.957								0.679			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	125	6	0	0	22	0	0	0	0	0	0	17	0	7	0	177
4:15 PM	0	109	5	0	4	18	0	0	0	0	0	0	7	0	7	0	150
4:30 PM	0	139	12	0	6	40	0	0	0	0	0	0	10	0	12	0	219
4:45 PM	0	144	6	0	7	98	0	0	0	0	0	0	1	0	4	0	260
5:00 PM	0	200	9	0	4	94	0	0	0	0	0	0	5	0	7	0	319
5:15 PM	0	201	5	0	4	84	0	0	0	0	0	0	3	0	6	0	303
5:30 PM	0	153	10	0	5	72	0	0	0	0	0	0	3	0	5	0	248
5:45 PM	0	102	4	0	2	59	0	0	0	0	0	0	6	0	5	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1173	57	0	32	487	0	0	0	0	0	0	52	0	53	0	1854
APPROACH %'s :	0.00%	95.37%	4.63%	0.00%	6.17%	93.83%	0.00%	0.00%					49.52%	0.00%	50.48%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	698	30	0	20	348	0	0	0	0	0	0	12	0	22	0	1130
PEAK HR FACTOR :	0.000	0.868	0.750	0.000	0.714	0.888	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.786	0.000	0.886
		0.871				0.876								0.708			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir
City: Sacramento
Control: Signalized

Project ID: 25-070192-015
Date: 8/27/2025

Data - HT

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	5
7:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	5
7:30 AM	0	1	0	0	1	3	0	0	0	0	0	0	0	0	1	0	6
7:45 AM	0	4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	2	0	8
8:15 AM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	0	12
8:30 AM	0	4	0	0	0	8	0	0	0	0	0	0	1	0	0	0	13
8:45 AM	0	7	2	0	1	6	0	0	0	0	0	0	1	0	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	27	3	0	4	33	0	0	0	0	0	0	3	0	5	0	75
APPROACH %'s :	0.00%	90.00%	10.00%	0.00%	10.81%	89.19%	0.00%	0.00%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	14	1	0	1	16	0	0	0	0	0	0	0	0	3	0	35
PEAK HR FACTOR :	0.000	0.438	0.250	0.000	0.250	0.800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.729
		0.469				0.850								0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	6
5:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	15	0	0	0	10	0	0	0	0	0	0	4	0	1	0	30
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					80.00%	0.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	8	0	0	0	0	0	0	1	0	1	0	16
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.667
		0.750				0.500								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir
City: Sacramento
Control: Signalized

Project ID: 25-070192-015
Date: 8/27/2025

Data - Bikes

NS/EW Streets:	Auburn Blvd				Auburn Blvd				S Marconi Cir				S Marconi Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
	0.250				0.250								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Auburn Blvd & S Marconi Cir
City: Sacramento

Project ID: 25-070192-015
Date: 8/27/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Auburn Blvd		Auburn Blvd		S Marconi Cir		S Marconi Cir		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	2	1	0	0	0	4
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	1	0	1	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	2	3	2	1	0	0	11
APPROACH %'s :	33.33%	66.67%	40.00%	60.00%	66.67%	33.33%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	1	3	2	1	0	0	8
PEAK HR FACTOR :		0.250	0.250	0.375	0.500	0.250			0.500
	0.250		0.500		0.375				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	1	0	2	0	0	0	4
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	2
PEAK HR FACTOR :		0.250	0.250						0.500
	0.250		0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy
City: Sacramento
Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016
Date: 8/26/2025

Data - Total

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	6	0	2	229	0	0	0	207	2	0	446
7:15 AM	0	0	2	0	0	0	5	0	2	390	0	0	0	275	6	0	680
7:30 AM	0	0	0	0	0	0	6	0	5	449	0	0	0	354	4	0	818
7:45 AM	0	0	1	0	0	0	2	0	5	396	0	0	0	368	6	0	778
8:00 AM	0	0	1	0	0	0	2	0	5	389	1	0	0	332	5	0	735
8:15 AM	0	0	1	0	0	0	6	0	9	527	0	0	0	298	5	0	846
8:30 AM	0	0	0	0	0	0	1	0	6	464	0	1	0	330	10	0	812
8:45 AM	0	0	0	0	0	0	6	0	11	424	0	1	0	269	12	0	723
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	5	0	0	0	34	0	45	3268	1	2	0	2433	50	0	5838
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.36%	98.55%	0.03%	0.06%	0.00%	97.99%	2.01%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	16	0	24	1761	1	0	0	1352	20	0	3177
PEAK HR FACTOR :	0.000	0.000	0.750	0.000	0.000	0.000	0.667	0.000	0.667	0.835	0.250	0.000	0.000	0.918	0.833	0.000	0.939
	0.750				0.667				0.833				0.917				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	6	0	0	0	22	0	15	465	2	0	0	497	29	0	1036
4:15 PM	0	0	5	0	0	0	17	0	9	496	2	0	0	494	30	0	1053
4:30 PM	0	0	5	0	0	0	25	0	10	553	2	1	0	513	28	0	1137
4:45 PM	0	0	3	0	0	0	16	0	12	503	0	0	0	491	28	0	1053
5:00 PM	0	0	5	0	0	0	19	0	7	574	1	0	0	523	25	0	1154
5:15 PM	0	0	3	0	0	0	19	0	11	580	1	1	0	493	30	0	1138
5:30 PM	0	0	5	0	0	0	18	0	14	499	1	0	0	442	28	0	1007
5:45 PM	0	0	6	0	0	0	19	0	8	495	1	0	0	457	36	0	1022
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	38	0	0	0	155	0	86	4165	10	2	0	3910	234	0	8600
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	2.02%	97.70%	0.23%	0.05%	0.00%	94.35%	5.65%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	16	0	0	0	79	0	40	2210	4	2	0	2020	111	0	4482
PEAK HR FACTOR :	0.000	0.000	0.800	0.000	0.000	0.000	0.790	0.000	0.833	0.953	0.500	0.500	0.000	0.966	0.925	0.000	0.971
	0.800				0.790				0.951				0.972				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy
City: Sacramento
Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016
Date: 8/26/2025

Data - HT

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12
7:15 AM	0	0	1	0	0	0	1	0	0	7	0	0	0	12	0	0	21
7:30 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	9	0	0	19
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14
8:00 AM	0	0	1	0	0	0	0	0	0	14	0	0	0	9	1	0	25
8:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
8:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15
8:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	1	0	1	68	0	0	0	67	1	0	140
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.45%	98.55%	0.00%	0.00%	0.00%	98.53%	1.47%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1	40	0	0	0	32	1	0	75
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.714	0.000	0.000	0.000	0.889	0.250	0.000	0.750
	0.250				0.000				0.732				0.825				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
4:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14
4:30 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	8	0	0	16
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	0	14
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
5:30 PM	0	0	1	0	0	0	0	0	0	11	0	0	0	5	0	0	17
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	1	0	0	48	0	0	0	53	0	0	103
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	18	0	0	0	28	0	0	47
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.643	0.000	0.000	0.000	0.875	0.000	0.000	0.734
					0.250				0.643				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy
City: Sacramento
Control: 2-Way Stop(NB/SB)

Project ID: 25-070192-016
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy				Market Square Dwy/Hobby Lobby Dwy				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250												0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	5	0	0	0	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	2	0	0	0	0	0	0	1	0	0	2	4	1	0	11
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%					0.00%	100.00%	0.00%	0.00%	28.57%	57.14%	14.29%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	2	0	0	0	0	0	0	1	0	0	0	2	1	0	7
PEAK HR FACTOR :	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.875
	0.750								0.250				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Market Square Dwy/Hobby Lobby Dwy & Arden Wy
City: Sacramento
Project ID: 25-070192-016
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Market Square Dwy/Hobby Lobby Dwy		Market Square Dwy/Hobby Lobby Dwy		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	2
7:30 AM	0	0	1	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	1	0	0	2
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	1	2	1	1	0	0	7
APPROACH %'s :	50.00%	50.00%	33.33%	66.67%	50.00%	50.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	1	1	1	1	0	0	5
PEAK HR FACTOR :	0.250		0.250	0.250	0.250	0.250			0.625
	0.250		0.500		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	1	0	0	0	0	0	4
4:15 PM	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	0	0	0	0	2
5:45 PM	1	0	1	1	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	1	2	3	0	0	0	0	11
APPROACH %'s :	83.33%	16.67%	40.00%	60.00%					
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy
City: Sacramento
Control: No Control

Project ID: 25-070192-017
Date: 8/26/2025

Data - Total

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	13	257	0	1	0	211	3	0	486
7:15 AM	0	0	0	0	0	0	1	0	9	367	0	1	0	266	1	0	645
7:30 AM	0	0	0	0	0	0	5	0	9	455	0	1	0	341	2	0	813
7:45 AM	0	0	0	0	0	0	3	0	11	425	0	0	0	368	1	0	808
8:00 AM	0	0	0	0	0	0	3	0	14	427	0	1	0	320	2	0	767
8:15 AM	0	0	0	0	0	0	0	0	6	534	0	0	0	283	1	0	824
8:30 AM	0	0	0	0	0	0	2	0	9	456	0	1	0	319	3	0	790
8:45 AM	0	0	0	0	0	0	4	0	10	455	0	0	0	256	2	0	727
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	19	0	81	3376	0	5	0	2364	15	0	5860
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	2.34%	97.52%	0.00%	0.14%	0.00%	99.37%	0.63%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	40	1841	0	2	0	1312	6	0	3212
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.714	0.862	0.000	0.500	0.000	0.891	0.750	0.000	0.975
					0.550				0.872				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	31	0	13	472	0	0	0	479	6	0	1001
4:15 PM	0	0	0	0	0	0	28	0	10	430	0	2	0	428	7	0	905
4:30 PM	0	0	0	0	0	0	23	0	13	530	0	1	0	491	11	0	1069
4:45 PM	0	0	0	0	0	0	23	0	15	492	0	2	0	473	11	0	1016
5:00 PM	0	0	0	0	0	0	21	0	21	534	0	8	0	499	8	0	1091
5:15 PM	0	0	0	0	0	0	29	0	19	557	0	3	0	492	14	0	1114
5:30 PM	0	0	0	0	0	0	23	0	14	522	0	1	0	411	14	0	985
5:45 PM	0	0	0	0	0	0	29	0	18	424	0	1	0	422	8	0	902
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	207	0	123	3961	0	18	0	3695	79	0	8083
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	3.00%	96.56%	0.00%	0.44%	0.00%	97.91%	2.09%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	96	0	68	2113	0	14	0	1955	44	0	4290
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.828	0.000	0.810	0.948	0.000	0.438	0.000	0.979	0.786	0.000	0.963
					0.828				0.948				0.986				

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy
City: Sacramento
Control: No Control

Project ID: 25-070192-017
Date: 8/26/2025

Data - HT

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	8	2	0	16
7:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	18
7:30 AM	0	0	0	0	0	0	0	0	2	10	0	0	0	9	1	0	22
7:45 AM	0	0	0	0	0	0	0	0	1	7	0	0	0	5	1	0	14
8:00 AM	0	0	0	0	0	0	0	0	2	13	0	0	0	10	1	0	26
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	1	0	16
8:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	8	1	0	15
8:45 AM	0	0	0	0	0	0	0	0	2	10	0	0	0	9	1	0	22
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	11	60	0	0	0	70	8	0	149
APPROACH %'s :									15.49%	84.51%	0.00%	0.00%	0.00%	89.74%	10.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	5	37	0	0	0	32	4	0	78
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.712	0.000	0.000	0.000	0.800	1.000	0.000	0.750
										0.700				0.818			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	7	0	0	14
4:15 PM	0	0	0	0	0	0	2	0	0	4	0	0	0	9	2	0	17
4:30 PM	0	0	0	0	0	0	0	0	2	5	0	0	0	7	1	0	15
4:45 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	6	1	0	13
5:00 PM	0	0	0	0	0	0	0	0	1	2	0	1	0	8	1	0	13
5:15 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	3	1	0	8
5:30 PM	0	0	0	0	0	0	0	0	2	7	0	1	0	4	2	0	16
5:45 PM	0	0	0	0	0	0	0	0	1	7	0	0	0	4	1	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	9	39	0	2	0	48	9	0	109
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	18.00%	78.00%	0.00%	4.00%	0.00%	84.21%	15.79%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	5	15	0	1	0	24	4	0	49
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.750	0.000	0.250	0.000	0.750	1.000	0.000	0.817
										0.750				0.778			

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy
City: Sacramento
Control: No Control

Project ID: 25-070192-017
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	W Arden Fair Transit Ctr				W Arden Fair Transit Ctr				Arden Wy				Arden Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	0	6
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.417
										0.500				0.375			

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Arden Fair Transit Ctr & Arden Wy
City: Sacramento

Project ID: 25-070192-017
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	W Arden Fair Transit Ctr		W Arden Fair Transit Ctr		Arden Wy		Arden Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	2	0	4
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	3	0	0	0	0	2	0	9
APPROACH %'s :	57.14%	42.86%					100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.375						0.250		0.313
	0.375						0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	0	1	0	0	0	3
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	5	0	0	0	1	2	0	0	8
5:45 PM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	3	0	0	2	5	0	0	17
APPROACH %'s :	70.00%	30.00%			28.57%	71.43%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	1	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.250	0.250				0.500			0.500
	0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harvard St & Silica Ave
City: Sacramento
Control: 4-Way Stop

Project ID: 25-070192-019
Date: 8/26/2025

Data - Total

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	13	15	0	2	61	8	0	0	0	1	0	6	1	0	0	113
7:15 AM	2	11	6	0	0	97	2	0	2	0	1	0	3	0	0	0	124
7:30 AM	7	14	5	0	0	145	6	0	0	0	1	0	7	0	2	0	187
7:45 AM	8	10	7	0	5	145	8	0	0	0	1	0	11	1	3	0	199
8:00 AM	1	16	5	0	1	165	3	0	0	0	1	0	10	0	1	0	203
8:15 AM	2	14	6	0	3	147	4	0	0	0	1	0	6	0	2	0	185
8:30 AM	1	17	3	0	6	134	0	0	0	0	0	0	8	0	0	0	169
8:45 AM	2	15	7	0	8	107	3	0	2	0	1	0	9	0	2	0	156
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	110	54	0	25	1001	34	0	4	0	7	0	60	2	10	0	1336
APPROACH %'s :	15.03%	56.99%	27.98%	0.00%	2.36%	94.43%	3.21%	0.00%	36.36%	0.00%	63.64%	0.00%	83.33%	2.78%	13.89%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	18	54	23	0	9	602	21	0	0	0	4	0	34	1	8	0	774
PEAK HR FACTOR :	0.563	0.844	0.821	0.000	0.450	0.912	0.656	0.000	0.000	0.000	1.000	0.000	0.773	0.250	0.667	0.000	0.953
	0.913				0.935				1.000				0.717				

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	63	9	0	2	46	2	0	9	3	6	0	14	0	5	0	159
4:15 PM	1	53	3	0	6	34	1	0	6	3	2	0	10	3	4	0	126
4:30 PM	0	66	10	0	2	57	0	0	3	0	6	0	9	0	3	0	156
4:45 PM	0	75	7	0	2	49	2	0	5	0	4	0	15	0	3	0	162
5:00 PM	3	119	12	0	3	37	1	0	8	2	5	0	11	0	6	0	207
5:15 PM	1	75	7	0	5	46	0	0	2	0	2	0	6	0	6	0	150
5:30 PM	1	56	6	0	1	39	0	0	0	2	1	0	10	0	3	0	119
5:45 PM	0	49	7	0	3	25	1	0	0	1	1	0	5	0	0	0	92
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	556	61	0	24	333	7	0	33	11	27	0	80	3	30	0	1171
APPROACH %'s :	0.96%	89.25%	9.79%	0.00%	6.59%	91.48%	1.92%	0.00%	46.48%	15.49%	38.03%	0.00%	70.80%	2.65%	26.55%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	335	36	0	12	189	3	0	18	2	17	0	41	0	18	0	675
PEAK HR FACTOR :	0.333	0.704	0.750	0.000	0.600	0.829	0.375	0.000	0.563	0.250	0.708	0.000	0.683	0.000	0.750	0.000	0.815
	0.700				0.864				0.617				0.819				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harvard St & Silica Ave
City: Sacramento
Control: 4-Way Stop

Project ID: 25-070192-019
Date: 8/26/2025

Data - HT

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	5
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	2	0	1	1	0	0	0	0	0	0	0	0	1	0	6
8:00 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
8:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	3	5	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	3	0	0	0	3	1	0	1	0	0	0	1	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	9	2	0	4	18	1	0	1	0	0	0	2	0	2	0	40
APPROACH %'s :	8.33%	75.00%	16.67%	0.00%	17.39%	78.26%	4.35%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	2	2	0	1	7	0	0	0	0	0	0	0	0	2	0	15
PEAK HR FACTOR :	0.250	0.500	0.250	0.000	0.250	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
	0.417				0.667								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
5:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	4	0	2	2	0	0	0	1	0	0	2	1	0	0	18
APPROACH %'s :	0.00%	60.00%	40.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	4	3	0	2	2	0	0	0	0	0	0	1	0	0	0	12
PEAK HR FACTOR :	0.000	0.333	0.375	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.600
	0.438				0.500								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harvard St & Silica Ave
City: Sacramento
Control: 4-Way Stop

Project ID: 25-070192-019
Date: 8/26/2025

Data - Bikes

NS/EW Streets:	Harvard St				Harvard St				Silica Ave				Silica Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	2	2	0	0	0	0	0	0	1	1	0	0	8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%					50.00%	50.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.417
	0.250				0.375								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Harvard St & Silica Ave
City: Sacramento

Project ID: 25-070192-019
Date: 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Harvard St		Harvard St		Silica Ave		Silica Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	1	1
APPROACH %'s :							0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

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

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	3	21	24	12	5	1	0	1	0	0	68	0	0	3	10	38	43	27	3	1	0	0	0	0	125	0	0	4	13	59	67	39	8	2	0	1	0	0	193
1:00	0	0	1	1	13	13	11	3	3	0	0	0	0	45	0	0	2	9	19	19	9	2	1	0	0	0	0	61	0	0	3	10	32	32	20	5	4	0	0	0	0	106
2:00	0	0	0	2	8	10	10	3	2	0	0	0	0	35	0	0	1	5	15	23	9	2	0	0	0	0	0	55	0	0	1	7	23	33	19	5	2	0	0	0	0	90
3:00	0	0	0	0	3	11	16	9	4	2	1	0	0	46	0	0	0	1	11	22	7	6	2	0	0	0	0	49	0	0	0	1	14	33	23	15	6	2	1	0	0	95
4:00	0	0	0	3	11	32	39	19	8	3	3	0	0	118	0	0	2	5	20	37	24	6	3	1	0	0	0	98	0	0	2	8	31	69	63	25	11	4	3	0	0	216
5:00	0	1	2	3	31	83	98	51	30	7	2	0	0	308	0	0	1	4	39	76	44	18	0	1	0	0	0	183	0	1	3	7	70	159	142	69	30	8	2	0	0	491
6:00	0	1	5	11	55	168	126	64	23	5	2	0	0	460	0	1	6	12	47	110	112	38	10	0	0	0	0	336	0	2	11	23	102	278	238	102	33	5	2	0	0	796
7:00	62	41	90	113	238	267	148	35	3	2	1	0	0	1000	0	3	14	33	137	304	195	29	5	1	0	0	0	721	62	44	104	146	375	571	343	64	8	3	1	0	0	1721
8:00	30	22	41	114	322	373	170	48	13	3	1	0	0	1137	1	3	10	29	147	268	171	38	10	0	0	0	0	677	31	25	51	143	469	641	341	86	23	3	1	0	0	1814
9:00	2	2	9	62	224	346	173	51	14	1	0	0	0	884	3	5	12	54	223	285	109	25	0	0	0	0	0	716	5	7	21	116	447	631	282	76	14	1	0	0	0	1600
10:00	0	2	9	57	255	247	149	35	5	1	0	0	0	760	0	6	12	48	196	265	102	21	3	0	0	0	0	653	0	8	21	105	451	512	251	56	8	1	0	0	0	1413
11:00	1	3	9	41	147	229	163	48	8	1	0	0	0	650	0	1	5	63	254	294	110	17	3	0	0	0	0	747	1	4	14	104	401	523	273	65	11	1	0	0	0	1397
12:00	6	6	27	71	170	279	108	32	12	0	0	0	0	711	0	4	13	56	224	312	113	22	1	1	0	0	0	746	6	10	40	127	394	591	221	54	13	1	0	0	0	1457
13:00	12	17	26	83	225	215	112	39	8	1	1	0	0	739	0	2	7	56	231	318	127	20	4	0	0	0	0	765	12	19	33	139	456	533	239	59	12	1	1	0	0	1504
14:00	2	4	27	79	246	277	149	50	12	3	1	0	0	850	0	4	8	57	291	360	131	20	4	0	0	0	0	875	2	8	35	136	537	637	280	70	16	3	1	0	0	1725
15:00	1	1	25	68	236	295	186	49	9	3	1	0	0	874	1	0	16	65	376	387	144	18	1	2	0	0	0	1010	2	1	41	133	612	682	330	67	10	5	1	0	0	1884
16:00	24	17	36	104	266	304	179	35	12	0	0	0	0	977	4	12	19	110	466	424	157	31	4	0	0	0	0	1227	28	29	55	214	732	728	336	66	16	0	0	0	0	2204
17:00	20	19	42	97	240	357	165	50	16	4	0	0	0	1010	26	36	66	131	387	406	155	23	4	1	0	0	0	1235	46	55	108	228	627	763	320	73	20	5	0	0	0	2245
18:00	0	2	3	30	122	239	163	46	14	4	1	0	0	624	0	1	15	61	297	370	138	18	4	3	0	0	0	907	0	3	18	91	419	609	301	64	18	7	1	0	0	1531
19:00	3	0	3	17	87	146	154	65	12	7	0	0	0	494	0	2	8	33	192	253	133	34	8	0	1	0	0	664	3	2	11	50	279	399	287	99	20	7	1	0	0	1158
20:00	0	0	2	37	100	113	80	15	3	4	1	0	0	355	0	2	10	81	266	203	54	17	0	1	0	0	0	634	0	2	12	118	366	316	134	32	3	5	1	0	0	989
21:00	0	0	0	12	105	102	70	24	2	4	1	0	0	320	1	1	3	47	186	160	62	12	5	0	0	0	0	477	1	1	3	59	291	262	132	36	7	4	1	0	0	797
22:00	0	1	0	9	32	84	75	27	8	3	0	0	0	239	1	0	4	20	82	112	58	23	3	1	0	0	0	304	1	1	4	29	114	196	133	50	11	4	0	0	0	543
23:00	0	0	1	7	19	46	39	17	7	0	0	0	0	136	0	0	3	16	45	93	44	15	1	0	1	0	0	218	0	0	4	23	64	139	83	32	8	0	1	0	0	354
Totals	163	139	359	1,024	3,176	4,260	2,595	820	229	58	17	0	0	12,840	37	83	240	1,006	4,189	5,144	2,235	458	77	12	2	0	0	13,483	200	222	599	2,030	7,365	9,404	4,830	1,278	306	70	19	0	0	26,323
% of Totals	1%	1%	3%	8%	25%	33%	20%	6%	2%	0%	0%			100%	0%	1%	2%	7%	31%	38%	17%	3%	1%	0%	0%			100%	1%	1%	2%	8%	28%	36%	18%	5%	1%	0%	0%			100%

STATISTICS

00:00 - 12:00	95	72	167	410	1328	1803	1115	371	114	25	11	0	0	5511	4	19	68	273	1146	1746	919	205	38	3	0	0	0	4421	99	91	235	683	2474	3549	2034	576	152	28	11	0	0	9932
%	1%	1%	1%	3%	10%	14%	9%	3%	1%	0%	0%	0%	0%	43%	0%	0%	1%	2%	9%	14%	7%	2%	0%	0%	0%	0%	0%	34%	1%	1%	2%	5%	19%	28%	16%	4%	1%	0%	0%	0%	0%	77%
Peak Hour	7:15	7:15	7:15	7:15	8:00	8:30	8:15	5:30	5:45	4:30	5:15	0:00	0:00	7:45	9:00	10:00	7:45	10:45	10:45	11:30	7:00	7:45	6:15	3:15	0:00	0:00	0:00	11:15	7:15	7:15	7:15	7:15	10:30	8:30	7:30	6:00	5:45	4:30	5:15	0:00	0:00	7:15
Peak Volume	86	56	104	155	322	379	185	70	36	7	4	0	0	1161	3	6	15	64	263	322	195	43	11	1	0	0	0	756	86	61	117	190	492	653	358	102	42	8	4	0	0	1875
12:00 - 24:00	68	67	192	614	1848	2457	1480	449	115	33	6	0	0	7329	33	64	172	733	3043	3398	1316	253	39	9	2	0	0	9062	101	131	364	1347	4891	5855	2796	702	154	42	8	0	0	16391
%	1%	1%	1%	5%	14%	19%	12%	3%	1%	0%	0%	0%	0%	57%	0%	0%	1%	6%	24%	26%	10%	2%	0%	0%	0%	0%	0%	71%	1%	1%	3%	10%	38%	46%	22%	5%	1%	0%	0%	0%	0%	128%
Peak Hour	16:15	16:15	16:15	16:30	16:30	16:45	15:30	19:00	17:30	18:30	14:15	12:00	12:00	16:45	16:30	17:00	17:00	16:30	16:15	17:30	17:30	19:00	17:15	18:00	18:30	12:00	12:00	16:30	16:30	16:30	16:45	16:30	16:15	16:45	17:15	19:00	17:15	18:30	14:15	12:00	12:00	16:30
Peak Volume	29	27	64	146	272	372	203	65	19	9	2	0	0	1068	26	36	66	139	478	438	188	34	8	3	1	0	0	1260	53	56	112	285	748	795	365	99	26	11	2	0	0	2323
07:00 - 09:00	92	63	131	227	560	640	318	83	16	5	2	0	0	2137	1	6	24	62	284	572	366	67	15	1	0	0	0	1398	93	69	155	289	844	1212	684	150	31	6	2	0	0	3535
%	1%	0%	1%	2%	4%	5%	2%	1%	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	2%	4%	3%	1%	0%	0%	0%	0%	0%	11%	1%	1%	1%	2%	7%	9%	5%	1%	0%	0%	0%	0%	0%	28%
Peak Hour	7:15	7:15	7:15	7:15	8:00	8:00	7:30	8:00	7:45	7:30	7:00	7:00	7:00	7:45	7:30	7:15	7:45	7:15	7:45	7:15	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:15	7:15	7:15	7:15	7:15	8:00	8:00	7:30	8:00	8:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	86	56	104	155	322	373	176	48	13	3	1	0	0	1161	1	5	15	35	155	308	195	43	10	1	0	0	0	725	86	61	117	190	469	641	358	86	23	3	1	0	0	1875
16:00 - 18:00	44	36	78	201	506	661	344	85	28	4	0	0	0	1987	30	48	85	241	853	830	312	54	8	1	0	0	0	2462	74	84	163	442	1359	1491	656	139	36	5	0	0	0	4449
%	0%	0%	1%	2%	4%	5%	3%	1%	0%	0%	0%	0%	0%	15%	0%	0%	1%	2%	7%	6%	2%	0%	0%	0%	0%	0%	0%	19%	1%	1%	1%	3%	11%	12%	5%	1%	0%	0%	0%	0%	0%	35%
Peak Hour	16:15	16:15	16:15	16:30	16:30	16:45	16:00	16:45	16:45	16:45	16:00	16:00	16:00	16:45	16:30	17:00	17:00	16:30	16:15	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:30	16:30	16:30	16:45	16:30	16:15	16:45	16:00	17:00	16:45	16:45	16:00	16:00	16:00	16:30
Peak Volume	29	27	64	146	272	372	179	50	17	4	0	0	0	1068	26	36	66	139	478	424	157	31	4	1	0	0	0	1260	53	56	112	285	748	795	336	73	20	5	0	0	0	2323

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	31	37	37	43	48	12840
WESTBOUND	32	37	37	42	45	13483
TOTALS	31	37	37	42	46	26323

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	33 - 42 mph	7825	61%	100	1%
WESTBOUND	32 - 41 mph	9556	71%	19	0%
TOTALS	32 - 41 mph	17247	66%	119	0%

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday

Date: 8/26/2025

City: Sacramento

Project #: CA25_070193_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	6	8	3	2	1	0	0	0	0	21	0	0	0	3	19	14	14	0	0	0	0	0	0	50	0	0	0	4	25	22	17	2	1	0	0	0	0	71
0:15	0	0	0	1	7	6	3	1	0	0	1	0	0	19	0	0	1	2	7	7	4	1	1	0	0	0	0	23	0	0	1	3	14	13	7	2	1	0	1	0	0	42
0:30	0	0	0	1	3	5	5	0	0	0	0	0	0	14	0	0	1	4	5	9	4	1	0	0	0	0	0	24	0	0	1	5	8	14	9	1	0	0	0	0	0	38
0:45	0	0	1	0	5	5	1	2	0	0	0	0	0	14	0	0	1	1	7	13	5	1	0	0	0	0	0	28	0	0	2	1	12	18	6	3	0	0	0	0	0	42
1:00	0	0	0	1	3	5	2	0	0	0	0	0	0	11	0	0	1	2	7	5	2	0	0	0	0	0	0	17	0	0	1	3	10	10	4	0	0	0	0	0	0	28
1:15	0	0	1	0	3	3	2	2	2	0	0	0	0	13	0	0	0	1	6	6	3	0	1	0	0	0	0	17	0	0	1	1	9	9	5	2	3	0	0	0	0	30
1:30	0	0	0	0	4	1	4	1	0	0	0	0	0	10	0	0	1	3	2	3	2	0	0	0	0	0	0	11	0	0	1	3	6	4	6	1	0	0	0	0	0	21
1:45	0	0	0	0	3	4	3	0	1	0	0	0	0	11	0	0	0	3	4	5	2	2	0	0	0	0	0	16	0	0	0	3	7	9	5	2	1	0	0	0	0	27
2:00	0	0	0	0	2	4	3	1	2	0	0	0	0	12	0	0	0	1	5	7	2	2	0	0	0	0	0	17	0	0	0	1	7	11	5	3	2	0	0	0	0	29
2:15	0	0	0	0	1	3	5	1	0	0	0	0	0	10	0	0	1	1	4	4	4	0	0	0	0	0	0	14	0	0	1	1	5	7	9	1	0	0	0	0	0	24
2:30	0	0	0	2	1	1	0	0	0	0	0	0	0	4	0	0	0	2	1	6	3	0	0	0	0	0	0	12	0	0	0	4	2	7	3	0	0	0	0	0	0	16
2:45	0	0	0	0	4	2	2	1	0	0	0	0	0	9	0	0	0	1	5	6	0	0	0	0	0	0	0	12	0	0	0	1	9	8	2	1	0	0	0	0	0	21
3:00	0	0	0	0	0	1	3	1	0	0	0	0	0	5	0	0	0	0	4	5	0	3	1	0	0	0	0	13	0	0	0	0	4	6	3	4	1	0	0	0	0	18
3:15	0	0	0	0	0	3	2	2	1	0	0	0	0	8	0	0	0	1	1	5	2	3	0	0	0	0	0	12	0	0	0	1	1	8	4	5	1	0	0	0	0	20
3:30	0	0	0	0	0	4	4	2	2	1	0	0	0	13	0	0	0	0	0	4	5	2	0	1	0	0	0	0	12	0	0	0	0	4	9	6	2	3	1	0	0	0	25
3:45	0	0	0	0	3	3	7	4	1	1	1	0	0	20	0	0	0	0	0	2	7	3	0	0	0	0	0	0	12	0	0	0	0	5	10	10	4	1	1	1	0	0	32
4:00	0	0	0	2	2	6	4	3	0	0	1	0	0	18	0	0	0	1	2	8	6	0	1	1	0	0	0	0	19	0	0	0	3	4	14	10	3	1	1	1	0	0	37
4:15	0	0	0	0	1	6	8	0	0	0	0	0	0	15	0	0	1	4	6	8	3	1	0	0	0	0	0	0	23	0	0	1	4	7	14	11	1	0	0	0	0	0	38
4:30	0	0	0	0	6	9	11	8	4	3	1	0	0	42	0	0	0	1	0	10	10	8	2	1	0	0	0	0	32	0	0	0	1	0	16	19	19	10	5	3	1	0	0	74
4:45	0	0	0	1	2	11	16	8	4	0	1	0	0	43	0	0	0	0	0	2	11	7	3	1	0	0	0	0	24	0	0	0	0	1	4	22	23	11	5	0	1	0	0	67
5:00	0	0	0	1	8	13	9	5	2	1	0	0	0	39	0	0	0	0	0	6	13	6	4	0	0	0	0	0	29	0	0	0	0	1	14	26	15	9	2	1	0	0	0	68
5:15	0	0	1	0	5	14	25	15	5	3	0	0	0	68	0	0	0	0	2	8	14	10	6	0	1	0	0	0	41	0	0	0	1	2	13	28	35	21	5	4	0	0	0	109
5:30	0	0	1	0	16	20	25	12	7	2	0	0	0	83	0	0	0	0	0	11	26	8	0	0	0	0	0	0	45	0	0	0	1	0	27	46	33	12	7	2	0	0	0	128
5:45	0	1	0	2	2	36	39	19	16	1	2	0	0	118	0	0	1	2	14	23	20	8	0	0	0	0	0	0	68	0	1	1	4	16	59	59	27	16	1	2	0	0	186
6:00	0	0	0	1	5	24	27	23	4	0	2	0	0	86	0	0	0	1	8	13	22	8	1	0	0	0	0	0	53	0	0	0	2	13	37	49	31	5	0	2	0	0	139
6:15	0	1	4	3	10	32	14	16	8	1	0	0	0	89	0	0	2	2	13	27	28	5	3	0	0	0	0	0	80	0	1	6	5	23	59	42	21	11	1	0	0	0	169
6:30	0	0	1	2	20	47	38	8	8	2	0	0	0	126	0	1	2	6	17	30	22	11	2	0	0	0	0	0	91	0	1	3	8	37	77	60	19	10	2	0	0	0	217
6:45	0	0	0	5	20	65	47	17	3	2	0	0	0	159	0	0	2	3	9	40	40	14	4	0	0	0	0	0	112	0	0	2	8	29	105	87	31	7	2	0	0	0	271
7:00	1	2	7	12	45	51	40	12	0	0	0	0	0	170	0	0	4	6	30	58	51	5	2	1	0	0	0	0	157	1	2	11	18	75	109	91	17	2	1	0	0	0	327
7:15	26	19	31	48	74	57	21	6	0	0	0	0	0	282	0	1	2	13	35	93	43	5	0	0	0	0	0	0	192	26	20	33	61	109	150	64	11	0	0	0	0	0	474
7:30	12	8	18	23	64	86	40	13	1	1	1	0	0	267	0	0	2	7	32	81	54	8	2	0	0	0	0	0	186	12	8	20	30	96	167	94	21	3	1	1	0	0	453
7:45	23	12	34	30	55	73	47	4	2	1	0	0	0	281	0	2	6	7	40	72	47	11	1	0	0	0	0	0	186	23	14	40	37	95	145	94	15	3	1	0	0	0	467
8:00	25	17	21	54	103	64	26	10	0	0	0	0	0	320	0	2	3	8	38	62	37	10	1	0	0	0	0	0	161	25	19	24	62	141	126	63	20	1	0	0	0	0	481
8:15	5	5	17	45	58	81	63	10	5	1	0	0	0	290	1	0	1	11	41	73	44	11	2	0	0	0	0	0	184	6	5	18	56	99	154	107	21	7	1	0	0	0	474
8:30	0	0	3	10	88	117	34	11	6	1	0	0	0	270	0	0	5	5	36	67	35	11	3	0	0	0	0	0	162	0	0	8	15	124	184	69	22	9	1	0	0	0	432
8:45	0	0	0	5	73	111	47	17	2	1	1	0	0	257	0	1	1	5	32	66	55	6	4	0	0	0	0	0	170	0	1	1	10	105	177	102	23	6	1	1	0	0	427
9:00	0	0	0	11	58	57	41	19	5	0	0	0	0	191	0	2	6	17	57	69	32	10	0	0	0	0	0	0	193	0	2	6	28	115	126	73	29	5	0	0	0	0	384
9:15	0	1	2	18	53	94	48	14	4	0	0	0	0	234	0	2	1	12	45	72	25	8	0	0	0	0	0	0	165	0	3	3	30	98	166	73	22	4	0	0	0	0	399
9:30	0	0	7	23	58	96	43	7	2	0	0	0	0	236	1	0	4	6	54	71	23	4	0	0	0	0	0	0	163	1	0	11	29	112	167	66	11	2	0	0	0	0	399
9:45	2	1	0	10	55	99	41	11	3	1	0	0	0	223	2	1	1	19	67	73	29	3	0	0	0	0	0	0	195	4	2	1	29	122	172	70	14	3	1	0	0	0	418
10:00	0	0	1	3	42	84	49	13	2	0	0	0	0	194	0	1	4	12	29	49	27	7	0	0	0	0	0	0	129	0	1	5	15	71	133	76	20	2	0	0	0	0	323
10:15	0	1	1	25	72	50	32	6	1	0	0	0	0	188	0	2	6	12	52	68	31	5	1	0	0	0	0	0	177	0	3	7	37	124	118	63	11	2	0	0	0	0	365
10:30	0	1	2	21	82	53	35	10	1	0	0	0	0	205	0	1	2	14	50	81	23	6	0	0	0	0	0	0	177	0	2	4	35	132	134	58	16	1	0	0	0	0	382
10:45	0	0	5	8	59	60	33	6	1	1	0	0	0	173	0	2	0	10	65	67	21	3	2	0	0	0	0	0	170	0	2	5	18	124	127	54	9	3	1	0	0	0	343
11:00	0	1	1	10	43	60	40	10	0	0	0	0	0	165	0	0	2	11	65	72	17	3	1	0	0	0	0	0	171	0	1	3	21	108	132	57	13	1	0	0	0	0	336
11:15	0	1	1	17	56	65	28	8	1	1	0	0	0	178	0	0	1	26	72	69	24	3	0	0	0	0	0	0	195	0	1	2	43	128	134	52	11	1	1	0	0	0	373
11:30	0	0	0	5	17	51	44	15	4	0	0	0	0	136	0	0	1	17	61	79	32	6	1	0	0	0	0	0	197	0	0	1	22	78	130	76	21	5	0	0	0	0	333
11:45	1	1	7	9	31	53	51	15	3	0	0	0	0	171	0	1	1	9	56	74	37	5	1	0	0	0	0	0	184	1	2	8	18	87	127	88	20	4	0	0	0	0	355

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	3	15	48	58	19	5	2	0	0	0	0	150	0	1	5	6	46	83	34	5	0	0	0	0	0	180	0	1	8	21	94	141	53	10	2	0	0	0	0	330
12:15	0	1	4	11	29	66	36	12	5	0	0	0	0	164	0	0	2	16	40	86	29	4	0	0	0	0	0	177	0	1	6	27	69	152	65	16	5	0	0	0	0	341
12:30	5	0	3	5	46	101	32	7	2	0	0	0	0	201	0	2	2	20	85	58	22	5	1	0	0	0	0	195	5	2	5	25	131	159	54	12	3	0	0	0	0	396
12:45	1	5	17	40	47	54	21	8	3	0	0	0	0	196	0	1	4	14	53	85	28	8	0	1	0	0	0	194	1	6	21	54	100	139	49	16	3	1	0	0	0	390
13:00	0	0	3	30	53	37	36	9	2	0	1	0	0	171	0	1	4	25	63	88	33	7	1	0	0	0	0	222	0	1	7	55	116	125	69	16	3	0	1	0	0	393
13:15	12	16	18	33	77	32	14	3	0	0	0	0	0	205	0	1	0	7	66	67	21	7	2	0	0	0	0	171	12	17	18	40	143	99	35	10	2	0	0	0	0	376
13:30	0	0	4	12	56	79	27	14	2	1	0	0	0	195	0	0	2	8	61	80	41	4	1	0	0	0	0	197	0	0	6	20	117	159	68	18	3	1	0	0	0	392
13:45	0	1	1	8	39	67	35	13	4	0	0	0	0	168	0	0	1	16	41	83	32	2	0	0	0	0	0	175	0	1	2	24	80	150	67	15	4	0	0	0	0	343
14:00	0	0	2	14	40	67	46	14	3	0	0	0	0	186	0	3	0	11	62	77	39	6	2	0	0	0	0	200	0	3	2	25	102	144	85	20	5	0	0	0	0	386
14:15	0	0	4	18	71	71	34	7	2	2	1	0	0	210	0	1	2	10	76	98	23	4	1	0	0	0	0	215	0	1	6	28	147	169	57	11	3	2	1	0	0	425
14:30	2	1	13	21	65	73	36	15	2	1	0	0	0	229	0	0	3	18	94	97	36	5	0	0	0	0	0	253	2	1	16	39	159	170	72	20	2	1	0	0	0	482
14:45	0	3	8	26	70	66	33	14	5	0	0	0	0	225	0	0	3	18	59	88	33	5	1	0	0	0	0	207	0	3	11	44	129	154	66	19	6	0	0	0	0	432
15:00	0	0	3	6	45	84	44	17	2	1	1	0	0	203	0	0	4	16	81	88	42	5	0	0	0	0	0	236	0	0	7	22	126	172	86	22	2	1	1	0	0	439
15:15	1	0	4	22	61	83	36	8	2	1	0	0	0	218	1	0	3	17	78	88	38	4	0	2	0	0	0	231	2	0	7	39	139	171	74	12	2	3	0	0	0	449
15:30	0	0	1	18	67	59	55	14	1	0	0	0	0	215	0	0	7	20	121	98	34	5	0	0	0	0	0	285	0	0	8	38	188	157	89	19	1	0	0	0	0	500
15:45	0	1	17	22	63	69	51	10	4	1	0	0	0	238	0	0	2	12	96	113	30	4	1	0	0	0	0	258	0	1	19	34	159	182	81	14	5	1	0	0	0	496
16:00	0	0	1	8	73	76	40	14	6	0	0	0	0	218	0	3	7	37	112	102	54	11	1	0	0	0	0	327	0	3	8	45	185	178	94	25	7	0	0	0	0	545
16:15	2	3	11	14	53	70	57	8	0	0	0	0	0	218	4	9	9	33	132	73	20	5	0	0	0	0	0	285	6	12	20	47	185	143	77	13	0	0	0	0	0	503
16:30	12	5	7	54	80	85	28	0	1	0	0	0	0	272	0	0	1	15	109	120	54	8	3	0	0	0	0	310	12	5	8	69	189	205	82	8	4	0	0	0	0	582
16:45	10	9	17	28	60	73	54	13	5	0	0	0	0	269	0	0	2	25	113	129	29	7	0	0	0	0	0	305	10	9	19	53	173	202	83	20	5	0	0	0	0	574
17:00	5	10	29	46	77	64	31	10	0	0	0	0	0	272	13	19	26	57	124	82	19	4	0	0	0	0	0	344	18	29	55	103	201	146	50	14	0	0	0	0	0	616
17:15	0	0	3	18	55	109	50	11	2	2	0	0	0	250	13	13	23	42	80	83	38	8	1	0	0	0	0	301	13	13	26	60	135	192	88	19	3	2	0	0	0	551
17:30	0	0	4	17	61	126	41	16	10	2	0	0	0	277	0	1	8	15	107	129	37	3	2	1	0	0	0	303	0	1	12	32	168	255	78	19	12	3	0	0	0	580
17:45	15	9	6	16	47	58	43	13	4	0	0	0	0	211	0	3	9	17	76	112	61	8	1	0	0	0	0	287	15	12	15	33	123	170	104	21	5	0	0	0	0	498
18:00	0	0	1	7	20	77	44	13	2	0	0	0	0	164	0	0	6	21	93	96	51	5	4	0	0	0	0	276	0	0	7	28	113	173	95	18	6	0	0	0	0	440
18:15	0	2	1	9	33	60	47	7	3	1	0	0	0	163	0	0	2	8	61	101	39	7	0	1	0	0	0	219	0	2	3	17	94	161	86	14	3	2	0	0	0	382
18:30	0	0	1	7	23	51	30	16	7	3	1	0	0	139	0	0	2	18	77	96	25	2	0	1	0	0	0	221	0	0	3	25	100	147	55	18	7	4	1	0	0	360
18:45	0	0	0	7	46	51	42	10	2	0	0	0	0	158	0	1	5	14	66	77	23	4	0	1	0	0	0	191	0	1	5	21	112	128	65	14	2	1	0	0	0	349
19:00	0	0	1	1	24	43	41	21	4	2	0	0	0	137	0	0	3	5	45	69	35	6	2	0	0	0	0	165	0	0	4	6	69	112	76	27	6	2	0	0	0	302
19:15	3	0	1	2	22	51	48	16	0	4	0	0	0	147	0	1	3	8	45	62	37	14	4	0	1	0	0	175	3	1	4	10	67	113	85	30	4	4	1	0	0	322
19:30	0	0	1	11	21	32	33	17	3	0	0	0	0	118	0	0	1	14	58	64	31	5	1	0	0	0	0	174	0	0	2	25	79	96	64	22	4	0	0	0	0	292
19:45	0	0	0	3	20	20	32	11	5	1	0	0	0	92	0	1	1	6	44	58	30	9	1	0	0	0	0	150	0	1	1	9	64	78	62	20	6	1	0	0	0	242
20:00	0	0	0	4	30	34	24	7	1	1	0	0	0	101	0	1	1	16	90	64	9	5	0	0	0	0	0	186	0	1	1	20	120	98	33	12	1	1	0	0	0	287
20:15	0	0	1	22	26	25	8	2	0	0	0	0	0	84	0	0	5	20	63	41	14	5	0	0	0	0	0	148	0	0	6	42	89	66	22	7	0	0	0	0	0	232
20:30	0	0	0	3	22	31	22	3	0	3	0	0	0	84	0	1	2	22	49	48	19	3	0	1	0	0	0	145	0	1	2	25	71	79	41	6	0	4	0	0	0	229
20:45	0	0	1	8	22	23	26	3	2	0	1	0	0	86	0	0	2	23	64	50	12	4	0	0	0	0	0	155	0	0	3	31	86	73	38	7	2	0	1	0	0	241
21:00	0	0	0	4	44	24	17	5	1	1	0	0	0	96	1	1	1	12	47	36	17	2	1	0	0	0	0	118	1	1	1	16	91	60	34	7	2	1	0	0	0	214
21:15	0	0	0	0	16	24	15	3	0	1	1	0	0	60	0	0	0	11	61	54	16	4	0	0	0	0	0	146	0	0	0	11	77	78	31	7	0	1	1	0	0	206
21:30	0	0	0	4	29	21	20	6	0	2	0	0	0	82	0	0	1	12	38	41	14	4	0	0	0	0	0	110	0	0	1	16	67	62	34	10	0	2	0	0	0	192
21:45	0	0	0	4	16	33	18	10	1	0	0	0	0	82	0	0	1	12	40	29	15	2	4	0	0	0	0	103	0	0	1	16	56	62	33	12	5	0	0	0	0	185
22:00	0	0	0	1	10	23	27	5	2	2	0	0	0	70	0	0	3	7	31	41	18	6	1	0	0	0	0	107	0	0	3	8	41	64	45	11	3	2	0	0	0	177
22:15	0	0	0	3	10	19	16	9	1	1	0	0	0	59	0	0	1	4	21	29	17	5	2	1	0	0	0	80	0	0	1	7	31	48	33	14	3	2	0	0	0	139
22:30	0	1	0	3	10	28	12	7	2	0	0	0	0	63	1	0	0	5	19	25	13	5	0	0	0	0	0	68	1	1	0	8	29	53	25	12	2	0	0	0	0	131
22:45	0	0	0	2	2	14	20	6	3	0	0	0	0	47	0	0	0	4	11	17	10	7	0	0	0	0	0	49	0	0	0	6	13	31	30	13	3	0	0	0	0	96
23:00	0	0	1	4	6	16	10	2	3	0	0	0	0	42	0	0	0	3	11	38	18	2	0	0	0	0	0	72	0	0	1	7	17	54	28	4	3	0	0	0	0	114
23:15	0	0	0	1	7	15	13	4	2	0	0	0	0	42	0	0	0	4	11	19	9	3	0	0	0	0	0	46	0	0	0	5	18	34	22	7	2	0	0	0	0	88
23:30	0	0	0	2	4	4	8	5	1	0	0	0	0	24	0	0	1	3	14	22	10	4	1	0	0	0	0	55	0	0	1	5	18	26	18	9	2	0	0	0	0	79
23:45	0	0	0	0	2	11	8	6	1	0	0	0	0	28	0	0	2	6	9	14	7	6	0	0	1	0	0	45	0	0	2	6	11	25	15	12	1	0	1	0	0	73
Totals	**163**	**139**	**359**	**1,024**	**3,176**	**4,260**	**2,595**	**820**	**229**	**58**	**17**	**0**	**0**	**12,840**	**37**	**83**	**240**	**1,006**	**4,189**	**5,144**	**2,235**	**458**	**77**	**12**	**2**	**0**	**0**	**13,483**	**200**	**222**	**599**	**2,030**	**7,365**	**9,404**	**4,830**	**1,278**	**306**	**70**	**19**	**0**	**0**	**26,323**
% of Totals	1%	1%	3%	8%	25%	33%	20%	6%	2%	0%	0%	0%	0%	100%	0%	1%	2%	7%	31%	38%	17%	3%	1%	0%	0%	0%	0%	100%	1%	1%	2%	8%	28%	36%	18%	5%	1%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Arden Wy Bet Cantalier St & Oakmont St

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,840	13,483	26,323

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			21	50	71	12:00			150	180	330
0:15			19	23	42	12:15			164	177	341
0:30			14	24	38	12:30			201	195	396
0:45			14	28	42	12:45			196	194	390
1:00			11	17	28	13:00			171	222	393
1:15			13	17	30	13:15			205	171	376
1:30			10	11	21	13:30			195	197	392
1:45			11	16	27	13:45			168	175	343
2:00			12	17	29	14:00			186	200	386
2:15			10	14	24	14:15			210	215	425
2:30			4	12	16	14:30			229	253	482
2:45			9	12	21	14:45			225	207	432
3:00			5	13	18	15:00			203	236	439
3:15			8	12	20	15:15			218	231	449
3:30			13	12	25	15:30			215	285	500
3:45			20	12	32	15:45			238	258	496
4:00			18	19	37	16:00			218	327	545
4:15			15	23	38	16:15			218	285	503
4:30			42	32	74	16:30			272	310	582
4:45			43	24	67	16:45			269	305	574
5:00			39	29	68	17:00			272	344	616
5:15			68	41	109	17:15			250	301	551
5:30			83	45	128	17:30			277	303	580
5:45			118	68	186	17:45			211	287	498
6:00			86	53	139	18:00			164	276	440
6:15			89	80	169	18:15			163	219	382
6:30			126	91	217	18:30			139	221	360
6:45			159	112	271	18:45			158	191	349
7:00			170	157	327	19:00			137	165	302
7:15			282	192	474	19:15			147	175	322
7:30			267	186	453	19:30			118	174	292
7:45			281	186	467	19:45			92	150	242
8:00			320	161	481	20:00			101	186	287
8:15			290	184	474	20:15			84	148	232
8:30			270	162	432	20:30			84	145	229
8:45			257	170	427	20:45			86	155	241
9:00			191	193	384	21:00			96	118	214
9:15			234	165	399	21:15			60	146	206
9:30			236	163	399	21:30			82	110	192
9:45			223	195	418	21:45			82	103	185
10:00			194	129	323	22:00			70	107	177
10:15			188	177	365	22:15			59	80	139
10:30			205	177	382	22:30			63	68	131
10:45			173	170	343	22:45			47	49	96
11:00			165	171	336	23:00			42	72	114
11:15			178	195	373	23:15			42	46	88
11:30			136	197	333	23:30			24	55	79
11:45			171	184	355	23:45			28	45	73
TOTALS	0	0	5511	4421	9932	TOTALS	0	0	7329	9062	16391
SPLIT %	0%	0%	55%	45%	38%	SPLIT %	0%	0%	45%	55%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			68	125	193
01:00	02:00			45	61	106
02:00	03:00			35	55	90
03:00	04:00			46	49	95
04:00	05:00			118	98	216
05:00	06:00			308	183	491
06:00	07:00			460	336	796
07:00	08:00			1000	721	1721
08:00	09:00			1137	677	1814
09:00	10:00			884	716	1600
10:00	11:00			760	653	1413
11:00	12:00			650	747	1397
12:00	13:00			711	746	1457
13:00	14:00			739	765	1504
14:00	15:00			850	875	1725
15:00	16:00			874	1010	1884
16:00	17:00			977	1227	2204
17:00	18:00			1010	1235	2245
18:00	19:00			624	907	1531
19:00	20:00			494	664	1158
20:00	21:00			355	634	989
21:00	22:00			320	477	797
22:00	23:00			239	304	543
23:00	00:00			136	218	354

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5511	4421	9932
Peak Hour			7:45	11:00	7:15
Peak Volume			1161	747	1875
Peak Hour Factor			0.907	0.948	0.975
Peak Period	12:00	to	00:00		
Volume			7329	9062	16391
Peak Hour			16:45	16:30	16:30
Peak Volume			1068	1260	2323
Peak Hour Factor			0.964	0.916	0.943
Peak Period	07:00	to	09:00		
Volume			2137	1398	3535
Peak Hour			7:45	7:15	7:15
Peak Volume			1161	725	1875
Peak Hour Factor			0.907	0.944	0.975
Peak Period	16:00	to	18:00		
Volume			1987	2462	4449
Peak Hour			16:45	16:30	16:30
Peak Volume			1068	1260	2323
Peak Hour Factor			0.964	0.916	0.943



Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_002

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	8	1	4	19	22	26	6	2	0	0	0	0	0	88	1	3	0	18	31	44	26	5	5	2	0	0	0	135	9	4	4	37	53	70	32	7	5	2	0	0	0	223
1:00	1	1	1	9	23	9	4	2	0	0	0	0	0	50	1	2	1	6	16	18	13	4	3	0	0	0	0	64	2	3	2	15	39	27	17	6	3	0	0	0	0	114
2:00	2	4	1	4	15	13	4	2	0	0	0	0	0	45	0	1	4	6	16	20	6	5	2	2	0	0	0	62	2	5	5	10	31	33	10	7	2	2	0	0	0	107
3:00	3	2	3	2	12	17	8	2	0	0	0	0	0	49	0	1	2	0	11	16	13	4	2	2	0	0	0	51	3	3	5	2	23	33	21	6	2	2	0	0	0	100
4:00	3	1	4	13	23	50	24	9	4	1	0	0	0	132	0	1	5	10	17	34	21	6	5	3	1	0	0	103	3	2	9	23	40	84	45	15	9	4	1	0	0	235
5:00	5	3	3	14	76	107	67	22	2	4	1	0	0	304	0	9	5	12	37	66	36	18	7	2	1	0	0	193	5	12	8	26	113	173	103	40	9	6	2	0	0	497
6:00	16	6	8	35	115	131	97	18	16	1	0	0	0	443	1	4	16	37	61	110	93	22	10	3	1	0	0	358	17	10	24	72	176	241	190	40	26	4	1	0	0	801
7:00	23	19	71	219	381	186	62	9	0	1	0	0	0	971	20	28	59	122	194	191	95	12	6	3	0	0	0	730	43	47	130	341	575	377	157	21	6	4	0	0	0	1701
8:00	62	27	111	227	331	183	63	11	3	0	1	0	0	1019	6	13	36	136	214	167	88	14	4	0	0	0	0	678	68	40	147	363	545	350	151	25	7	0	1	0	0	1697
9:00	19	23	53	187	347	176	45	5	3	0	0	0	0	858	26	20	53	156	194	171	72	11	3	0	0	0	0	706	45	43	106	343	541	347	117	16	6	0	0	0	0	1564
10:00	16	15	42	189	302	170	33	9	1	0	0	0	0	777	4	7	41	89	195	190	69	16	3	2	0	0	0	616	20	22	83	278	497	360	102	25	4	2	0	0	0	1393
11:00	11	18	29	150	245	164	52	8	1	0	0	0	0	678	7	19	56	146	215	186	76	16	6	1	0	0	0	728	18	37	85	296	460	350	128	24	7	1	0	0	0	1406
12:00	10	15	53	183	238	148	36	10	1	0	0	0	0	694	16	24	57	137	222	178	73	14	5	1	0	0	0	727	26	39	110	320	460	326	109	24	6	1	0	0	0	1421
13:00	9	16	35	159	307	169	51	7	0	0	0	0	0	753	15	23	68	169	243	173	54	9	4	0	1	0	0	759	24	39	103	328	550	342	105	16	4	0	1	0	0	1512
14:00	15	23	40	218	338	174	46	8	2	0	0	0	0	864	23	32	97	217	235	165	58	11	2	0	0	0	0	840	38	55	137	435	573	339	104	19	4	0	0	0	0	1704
15:00	16	22	47	226	331	188	47	5	2	0	0	0	0	884	31	40	72	211	269	253	75	13	5	2	0	0	0	971	47	62	119	437	600	441	122	18	7	2	0	0	0	1855
16:00	22	28	80	275	345	175	59	9	2	0	0	0	0	995	63	78	100	244	302	268	82	17	3	0	0	0	0	1157	85	106	180	519	647	443	141	26	5	0	0	0	0	2152
17:00	15	36	83	281	369	164	56	7	2	1	1	0	0	1015	65	74	156	273	308	211	65	11	2	0	0	0	0	1165	80	110	239	554	677	375	121	18	4	1	1	0	0	2180
18:00	5	20	36	103	237	175	54	8	3	2	1	0	0	644	38	62	80	160	250	196	68	12	5	1	1	0	0	873	43	82	116	263	487	371	122	20	8	3	2	0	0	1517
19:00	16	10	21	98	173	132	49	12	2	1	0	0	0	514	10	14	58	142	211	177	59	6	5	0	0	0	0	682	26	24	79	240	384	309	108	18	7	1	0	0	0	1196
20:00	8	11	14	61	151	93	37	5	0	1	0	0	0	381	2	9	42	143	193	162	48	13	2	1	2	0	0	617	10	20	56	204	344	255	85	18	2	2	2	0	0	998
21:00	7	8	14	87	123	74	15	2	2	1	0	0	0	333	1	5	28	89	147	134	47	16	10	1	1	0	0	479	8	13	42	176	270	208	62	18	12	2	1	0	0	812
22:00	4	8	10	45	90	71	29	3	0	0	0	0	0	260	0	6	14	36	102	89	58	13	4	3	1	0	0	326	4	14	24	81	192	160	87	16	4	3	1	0	0	586
23:00	6	5	6	18	54	49	14	1	0	0	0	0	0	153	0	1	7	16	53	65	51	22	7	1	2	0	0	225	6	6	13	34	107	114	65	23	7	1	2	0	0	378
Totals	302	322	769	2,822	4,648	2,844	958	176	46	13	4	0	0	12,904	330	476	1,057	2,575	3,736	3,284	1,346	290	110	30	11	0	0	13,245	632	798	1,826	5,397	8,384	6,128	2,304	466	156	43	15	0	0	26,149
% of Totals	2%	2%	6%	22%	36%	22%	7%	1%	0%	0%	0%			100%	2%	4%	8%	19%	28%	25%	10%	2%	1%	0%	0%			100%	2%	3%	7%	21%	32%	23%	9%	2%	1%	0%	0%			100%

STATISTICS

00:00 - 12:00	169	120	330	1068	1892	1232	465	99	30	7	2	0	0	5414	66	108	278	738	1201	1213	608	133	56	20	3	0	0	4424	235	228	608	1806	3093	2445	1073	232	86	27	5	0	0	9838
%	1%	1%	3%	8%	15%	10%	4%	1%	0%	0%	0%	0%	0%	42%	1%	1%	2%	6%	9%	9%	5%	1%	0%	0%	0%	0%	0%	34%	2%	2%	5%	14%	24%	19%	8%	2%	1%	0%	0%	0%	0%	76%
Peak Hour	7:30	7:30	7:30	7:30	7:00	6:45	5:30	5:15	6:00	4:30	5:00	0:00	0:00	7:30	8:30	7:00	11:45	11:15	11:30	7:30	6:15	5:15	6:15	3:15	5:30	0:00	0:00	11:15	7:30	7:30	7:30	7:45	7:00	9:45	6:15	5:15	6:00	5:15	5:30	0:00	0:00	7:15
Peak Volume	69	30	138	287	381	194	98	23	16	4	1	0	0	1103	27	28	63	158	231	212	101	25	11	4	2	0	0	747	77	53	189	428	575	384	191	48	26	7	3	0	0	1839
12:00 - 24:00	133	202	439	1754	2756	1612	493	77	16	6	2	0	0	7490	264	368	779	1837	2535	2071	738	157	54	10	8	0	0	8821	397	570	1218	3591	5291	3683	1231	234	70	16	10	0	0	16311
%	1%	2%	3%	14%	21%	12%	4%	1%	0%	0%	0%	0%	0%	58%	2%	3%	6%	14%	20%	16%	6%	1%	0%	0%	0%	0%	0%	68%	3%	4%	9%	28%	41%	29%	10%	2%	1%	0%	0%	0%	0%	126%
Peak Hour	15:30	16:15	16:15	16:15	16:30	14:45	17:15	13:45	14:15	18:00	16:30	12:00	12:00	16:30	15:45	16:15	17:00	16:45	16:45	15:15	15:30	23:00	21:00	21:30	20:15	12:00	12:00	16:15	16:15	16:15	16:15	16:15	16:30	15:15	17:15	12:15	21:00	21:30	20:15	12:00	12:00	16:15
Peak Volume	23	43	112	314	394	200	63	12	4	2	1	0	0	1078	73	87	156	283	319	269	89	22	10	3	3	0	0	1180	95	130	259	587	710	464	151	26	12	4	3	0	0	2257
07:00 - 09:00	85	46	182	446	712	369	125	20	3	1	1	0	0	1990	26	41	95	258	408	358	183	26	10	3	0	0	0	1408	111	87	277	704	1120	727	308	46	13	4	1	0	0	3398
%	1%	0%	1%	3%	6%	3%	1%	0%	0%	0%	0%	0%	0%	15%	0%	0%	1%	2%	3%	3%	1%	0%	0%	0%	0%	0%	0%	11%	1%	1%	2%	5%	9%	6%	2%	0%	0%	0%	0%	0%	0%	26%
Peak Hour	7:30	7:30	7:30	7:30	7:00	7:15	7:45	7:15	8:00	7:00	7:45	7:00	7:00	7:30	7:00	7:00	7:00	7:45	8:00	7:30	7:15	7:15	7:30	7:00	7:00	7:00	7:00	7:15	7:30	7:30	7:30	7:45	7:00	7:15	7:45	7:15	7:30	7:00	7:45	7:00	7:00	7:15
Peak Volume	69	30	138	287	381	187	71	11	3	1	1	0	0	1103	20	28	59	142	214	212	97	16	8	3	0	0	0	743	77	53	189	428	575	383	165	27	9	4	1	0	0	1839
16:00 - 18:00	37	64	163	556	714	339	115	16	4	1	1	0	0	2010	128	152	256	517	610	479	147	28	5	0	0	0	0	2322	165	216	419	1073	1324	818	262	44	9	1	1	0	0	4332
%	0%	0%	1%	4%	6%	3%	1%	0%	0%	0%	0%	0%	0%	16%	1%	1%	2%	4%	5%	4%	1%	0%	0%	0%	0%	0%	0%	18%	1%	2%	3%	8%	10%	6%	2%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	16:00	16:15	16:15	16:15	16:30	16:30	16:00	16:00	16:15	16:45	16:30	16:00	16:00	16:30	16:15	16:15	17:00	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:15	16:15	16:15	16:30	16:00	16:00	16:00	16:00	16:45	16:30	16:00	16:00	16:15
Peak Volume	22	43	112	314	394	180	59	9	3	1	1	0	0	1078	73	87	156	283	319	268	82	17	3	0	0	0	0	1180	95	130	259	587	710	443	141	26	5	1	1	0	0	2257

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	27	33	33	39	42	12904
WESTBOUND	26	33	33	40	44	13245
TOTALS	26	33	33	39	43	26149

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	28 - 37 mph	8121	63%	22	0%
WESTBOUND	29 - 38 mph	7224	55%	57	0%
TOTALS	29 - 38 mph	15331	59%	79	0%

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND												TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	4	1	1	5	7	6	1	1	0	0	0	0	0	26	0	2	0	5	15	17	12	2	2	0	0	0	0	55	4	3	1	10	22	23	13	3	2	0	0	0	0	81
0:15	2	0	2	5	5	6	2	1	0	0	0	0	0	23	1	1	0	2	5	7	6	0	2	0	0	0	0	24	3	1	2	7	10	13	8	1	2	0	0	0	0	47
0:30	1	0	0	3	5	9	2	0	0	0	0	0	0	20	0	0	0	7	4	9	3	1	1	1	0	0	0	26	1	0	0	10	9	18	5	1	1	1	0	0	0	46
0:45	1	0	1	6	5	5	1	0	0	0	0	0	0	19	0	0	0	4	7	11	5	2	0	1	0	0	0	30	1	0	1	10	12	16	6	2	0	1	0	0	0	49
1:00	0	1	0	5	6	0	0	0	0	0	0	0	0	12	1	0	0	3	5	5	2	2	0	0	0	0	0	18	1	1	0	8	11	5	2	2	0	0	0	0	0	30
1:15	0	0	1	1	8	3	1	2	0	0	0	0	0	16	0	2	0	1	5	5	6	0	2	0	0	0	0	21	0	2	1	2	13	8	7	2	2	0	0	0	0	37
1:30	1	0	0	1	5	2	3	0	0	0	0	0	0	12	0	0	1	1	2	5	0	1	1	0	0	0	0	11	1	0	1	2	7	7	3	1	1	0	0	0	0	23
1:45	0	0	0	2	4	4	0	0	0	0	0	0	0	10	0	0	0	1	4	3	5	1	0	0	0	0	0	14	0	0	0	3	8	7	5	1	0	0	0	0	0	24
2:00	1	0	0	0	4	6	1	0	0	0	0	0	0	12	0	0	0	1	4	8	1	2	0	2	0	0	0	18	1	0	0	1	8	14	2	2	0	2	0	0	0	30
2:15	0	0	1	1	4	3	3	1	0	0	0	0	0	13	0	1	0	2	5	3	3	1	0	0	0	0	0	15	0	1	1	3	9	6	6	2	0	0	0	0	0	28
2:30	1	3	0	2	4	0	0	0	0	0	0	0	0	10	0	0	1	1	2	3	1	2	2	0	0	0	0	12	1	3	1	3	6	3	1	2	2	0	0	0	0	22
2:45	0	1	0	1	3	4	0	1	0	0	0	0	0	10	0	0	3	2	5	6	1	0	0	0	0	0	0	17	0	1	3	3	8	10	1	1	0	0	0	0	0	27
3:00	0	0	2	0	1	1	1	0	0	0	0	0	0	5	0	1	1	0	6	1	4	0	1	0	0	0	0	14	0	1	3	0	7	2	5	0	1	0	0	0	0	19
3:15	1	1	1	0	4	4	1	0	0	0	0	0	0	12	0	0	0	0	1	3	4	2	0	1	0	0	0	11	1	1	1	0	5	7	5	2	0	1	0	0	0	23
3:30	0	0	0	0	2	5	4	0	0	0	0	0	0	11	0	0	0	0	2	6	3	0	0	1	0	0	0	12	0	0	0	0	4	11	7	0	0	1	0	0	0	23
3:45	2	1	0	2	5	7	2	2	0	0	0	0	0	21	0	0	1	0	2	6	2	2	1	0	0	0	0	14	2	1	1	2	7	13	4	4	1	0	0	0	0	35
4:00	2	0	0	4	6	7	1	2	0	0	0	0	0	22	0	0	0	1	3	3	6	1	1	2	0	0	0	17	2	0	0	5	9	10	7	3	1	2	0	0	0	39
4:15	0	0	2	4	2	5	4	0	0	0	0	0	0	17	0	0	2	3	3	10	5	1	1	0	0	0	0	25	0	0	4	7	5	15	9	1	1	0	0	0	0	42
4:30	0	1	0	1	7	17	12	5	1	1	0	0	0	45	0	1	1	3	6	13	6	1	1	0	1	0	0	33	0	2	1	4	13	30	18	6	2	1	1	0	0	78
4:45	1	0	2	4	8	21	7	2	3	0	0	0	0	48	0	0	2	3	5	8	4	3	2	1	0	0	0	28	1	0	4	7	13	29	11	5	5	1	0	0	0	76
5:00	1	1	1	2	13	14	8	2	0	0	0	0	0	42	0	2	1	4	4	16	5	2	2	0	0	0	0	36	1	3	2	6	17	30	13	4	2	0	0	0	0	78
5:15	1	0	0	5	17	19	15	6	1	3	0	0	0	67	0	1	0	0	5	14	8	7	4	1	0	0	0	40	1	1	0	5	22	33	23	13	5	4	0	0	0	107
5:30	2	1	1	4	24	32	17	5	0	0	0	0	0	86	0	3	1	5	14	16	6	2	0	0	0	0	0	47	2	4	2	9	38	48	23	7	0	0	0	0	0	133
5:45	1	1	1	3	22	42	27	9	1	1	1	0	0	109	0	3	3	3	14	20	17	7	1	1	1	0	0	70	1	4	4	6	36	62	44	16	2	2	2	0	0	179
6:00	3	1	1	5	17	22	29	3	9	0	0	0	0	90	1	0	6	5	5	15	15	9	0	1	0	0	0	57	4	1	7	10	22	37	44	12	9	1	0	0	0	147
6:15	6	0	0	8	17	26	25	6	3	0	0	0	0	91	0	2	3	11	10	33	25	0	1	1	1	0	0	87	6	2	3	19	27	59	50	6	4	1	1	0	0	178
6:30	2	4	4	9	36	33	17	5	2	1	0	0	0	113	0	2	5	11	22	26	26	7	3	0	0	0	0	102	2	6	9	20	58	59	43	12	5	1	0	0	0	215
6:45	5	1	3	13	45	50	26	4	2	0	0	0	0	149	0	0	2	10	24	36	27	6	6	1	0	0	0	112	5	1	5	23	69	86	53	10	8	1	0	0	0	261
7:00	4	4	6	23	76	40	22	2	0	0	0	0	0	177	11	9	13	27	46	34	23	1	1	2	0	0	0	167	15	13	19	50	122	74	45	3	1	2	0	0	0	344
7:15	5	5	8	59	93	60	10	2	0	0	0	0	0	242	4	8	20	37	63	41	22	1	0	0	0	0	0	196	9	13	28	96	156	101	32	3	0	0	0	0	0	438
7:30	9	6	25	51	114	44	12	3	0	0	0	0	0	264	0	0	10	25	46	69	26	7	3	0	0	0	0	186	9	6	35	76	160	113	38	10	3	0	0	0	0	450
7:45	5	4	32	86	98	42	18	2	0	1	0	0	0	288	5	11	16	33	39	47	24	3	2	1	0	0	0	181	10	15	48	119	137	89	42	5	2	2	0	0	0	469
8:00	42	5	40	90	63	41	16	4	1	0	0	0	0	302	2	3	8	37	59	39	25	5	2	0	0	0	0	180	44	8	48	127	122	80	41	9	3	0	0	0	0	482
8:15	13	15	41	60	67	42	9	2	0	0	0	0	0	249	1	9	17	38	45	57	19	1	1	0	0	0	0	188	14	24	58	98	112	99	28	3	1	0	0	0	0	437
8:30	5	4	18	50	94	48	28	2	1	0	1	0	0	251	3	0	5	34	62	30	26	6	1	0	0	0	0	167	8	4	23	84	156	78	54	8	2	0	1	0	0	418
8:45	2	3	12	27	107	52	10	3	1	0	0	0	0	217	0	1	6	27	48	41	18	2	0	0	0	0	0	143	2	4	18	54	155	93	28	5	1	0	0	0	0	360
9:00	1	4	16	29	77	43	15	3	2	0	0	0	0	190	13	9	16	44	54	34	20	2	1	0	0	0	0	193	14	13	32	73	131	77	35	5	3	0	0	0	0	383
9:15	12	11	26	61	78	45	9	0	0	0	0	0	0	242	11	6	11	31	47	46	16	1	1	0	0	0	0	170	23	17	37	92	125	91	25	1	1	0	0	0	0	412
9:30	3	5	10	61	85	39	11	0	1	0	0	0	0	215	1	3	22	45	37	39	6	4	0	0	0	0	0	157	4	8	32	106	122	78	17	4	1	0	0	0	0	372
9:45	3	3	1	36	107	49	10	2	0	0	0	0	0	211	1	2	4	36	56	52	30	4	1	0	0	0	0	186	4	5	5	72	163	101	40	6	1	0	0	0	0	397
10:00	3	1	9	46	81	52	13	2	0	0	0	0	0	207	1	1	4	15	51	39	14	4	1	2	0	0	0	132	4	2	13	61	132	91	27	6	1	2	0	0	0	339
10:15	6	6	12	43	74	37	5	2	0	0	0	0	0	185	2	4	14	41	51	43	15	3	0	0	0	0	0	173	8	10	26	84	125	80	20	5	0	0	0	0	0	358
10:30	3	4	7	49	84	45	9	2	0	0	0	0	0	203	1	0	9	18	48	67	22	4	1	0	0	0	0	170	4	4	16	67	132	112	31	6	1	0	0	0	0	373
10:45	4	4	14	51	63	36	6	3	1	0	0	0	0	182	0	2	14	15	45	41	18	5	1	0	0	0	0	141	4	6	28	66	108	77	24	8	2	0	0	0	0	323
11:00	4	5	10	35	63	46	8	2	1	0	0	0	0	174	3	6	13	17	50	44	26	2	0	0	0	0	0	161	7	11	23	52	113	90	34	4	1	0	0	0	0	335
11:15	0	3	7	32	71	39	10	1	0	0	0	0	0	163	0	9	20	41	43	45	17	3	4	0	0	0	0	182	0	12	27	73	114	84	27	4	4	0	0	0	0	345
11:30	1	3	10	35	59	35	19	1	0	0	0	0	0	163	2	1	9	50	73	44	15	3	0	1	0	0	0	198	3	4	19	85	132	79	34	4	0	1	0	0	0	361
11:45	6	7	2	48	52	44	15	4	0	0	0	0	0	178	2	3	14	38	49	53	18	8	2	0	0	0	0	187	8	10	16	86	101	97	33	12	2	0	0	0	0	365

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_002

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	4	3	13	55	51	26	8	3	0	0	0	0	0	163	8	12	13	29	59	43	13	2	1	0	0	0	0	180	12	15	26	84	110	69	21	5	1	0	0	0	0	343
12:15	4	6	13	57	48	27	8	1	0	0	0	0	0	164	3	6	20	24	50	40	15	3	1	0	0	0	0	162	7	12	33	81	98	67	23	4	1	0	0	0	0	326
12:30	2	3	11	34	83	42	9	3	1	0	0	0	0	188	5	5	16	38	64	40	15	3	0	0	0	0	0	186	7	8	27	72	147	82	24	6	1	0	0	0	0	374
12:45	0	3	16	37	56	53	11	3	0	0	0	0	0	179	0	1	8	46	49	55	30	6	3	1	0	0	0	199	0	4	24	83	105	108	41	9	3	1	0	0	0	378
13:00	2	4	17	35	76	33	10	2	0	0	0	0	0	179	11	12	28	46	59	33	18	5	1	0	1	0	0	214	13	16	45	81	135	66	28	7	1	0	1	0	0	393
13:15	0	3	5	40	93	57	11	0	0	0	0	0	0	209	0	5	11	43	71	41	13	2	1	0	0	0	0	187	0	8	16	83	164	98	24	2	1	0	0	0	0	396
13:30	4	3	7	41	66	44	18	0	0	0	0	0	0	183	4	4	17	29	64	58	12	1	1	0	0	0	0	190	8	7	24	70	130	102	30	1	1	0	0	0	0	373
13:45	3	6	6	43	72	35	12	5	0	0	0	0	0	182	0	2	12	51	49	41	11	1	1	0	0	0	0	168	3	8	18	94	121	76	23	6	1	0	0	0	0	350
14:00	3	1	6	43	71	46	19	3	0	0	0	0	0	192	16	15	35	43	44	38	8	1	1	0	0	0	0	201	19	16	41	86	115	84	27	4	1	0	0	0	0	393
14:15	4	13	15	63	78	43	8	2	0	0	0	0	0	226	1	7	29	75	59	19	6	0	1	0	0	0	0	197	5	20	44	138	137	62	14	2	1	0	0	0	0	423
14:30	5	5	9	65	97	37	13	2	2	0	0	0	0	235	6	5	24	75	71	54	15	5	0	0	0	0	0	255	11	10	33	140	168	91	28	7	2	0	0	0	0	490
14:45	3	4	10	47	92	48	6	1	0	0	0	0	0	211	0	5	9	24	61	54	29	5	0	0	0	0	0	187	3	9	19	71	153	102	35	6	0	0	0	0	0	398
15:00	3	6	16	45	72	45	20	4	2	0	0	0	0	213	1	2	31	82	57	63	10	1	0	1	0	0	0	248	4	8	47	127	129	108	30	5	2	1	0	0	0	461
15:15	3	5	8	64	81	48	5	0	0	0	0	0	0	214	1	15	9	27	67	64	19	5	0	0	0	0	0	207	4	20	17	91	148	112	24	5	0	0	0	0	0	421
15:30	5	4	11	35	89	59	12	0	0	0	0	0	0	215	16	17	18	56	71	67	23	3	2	0	0	0	0	273	21	21	29	91	160	126	35	3	2	0	0	0	0	488
15:45	5	7	12	82	89	36	10	1	0	0	0	0	0	242	13	6	14	46	74	59	23	4	3	1	0	0	0	243	18	13	26	128	163	95	33	5	3	1	0	0	0	485
16:00	5	4	10	36	72	52	12	5	0	0	0	0	0	196	22	17	17	61	75	79	22	5	2	0	0	0	0	300	27	21	27	97	147	131	34	10	2	0	0	0	0	496
16:15	8	10	24	83	80	30	17	1	0	0	0	0	0	253	15	29	32	69	64	52	21	7	0	0	0	0	0	289	23	39	56	152	144	82	38	8	0	0	0	0	0	542
16:30	3	5	35	75	92	42	18	1	2	0	0	0	0	273	23	27	33	57	71	61	20	2	0	0	0	0	0	294	26	32	68	132	163	103	38	3	2	0	0	0	0	567
16:45	6	9	11	81	101	51	12	2	0	0	0	0	0	273	3	5	18	57	92	76	19	3	1	0	0	0	0	274	9	14	29	138	193	127	31	5	1	0	0	0	0	547
17:00	5	19	42	75	89	34	9	4	1	0	0	0	0	278	32	26	64	90	67	37	6	1	0	0	0	0	0	323	37	45	106	165	156	71	15	5	1	0	0	0	0	601
17:15	3	4	13	49	112	53	19	0	0	0	1	0	0	254	11	15	25	58	86	47	23	4	0	0	0	0	0	269	14	19	38	107	198	100	42	4	0	0	1	0	0	523
17:30	5	7	20	99	79	37	14	3	0	1	0	0	0	265	19	30	46	78	74	45	7	2	1	0	0	0	0	302	24	37	66	177	153	82	21	5	1	1	0	0	0	567
17:45	2	6	8	58	89	40	14	0	1	0	0	0	0	218	3	3	21	47	81	82	29	4	1	0	0	0	0	271	5	9	29	105	170	122	43	4	2	0	0	0	0	489
18:00	0	6	13	32	68	40	16	5	0	0	0	0	0	180	10	15	14	49	71	67	29	5	0	0	1	0	0	261	10	21	27	81	139	107	45	10	0	0	1	0	0	441
18:15	1	6	8	19	54	54	17	1	2	0	0	0	0	162	12	20	27	40	59	45	13	6	1	0	0	0	0	223	13	26	35	59	113	99	30	7	3	0	0	0	0	385
18:30	0	4	0	22	50	47	16	1	1	1	0	0	0	143	4	11	17	39	66	45	14	1	0	1	0	0	0	198	4	15	17	61	116	92	30	2	1	2	1	0	0	341
18:45	4	4	15	30	65	34	5	1	0	1	0	0	0	159	12	16	22	32	54	39	12	0	4	0	0	0	0	191	16	20	37	62	119	73	17	1	4	1	0	0	0	350
19:00	4	2	4	33	46	36	10	4	1	0	0	0	0	140	0	3	14	42	48	47	10	4	2	0	0	0	0	170	4	5	18	75	94	83	20	8	3	0	0	0	0	310
19:15	3	2	8	21	55	47	10	3	0	0	0	0	0	149	2	4	22	23	46	46	20	1	1	0	0	0	0	165	5	6	30	44	101	93	30	4	1	0	0	0	0	314
19:30	4	3	5	31	49	21	7	3	0	1	0	0	0	124	7	5	12	41	59	37	14	1	1	0	0	0	0	177	11	8	17	72	108	58	21	4	1	1	0	0	0	301
19:45	5	3	4	13	23	28	22	2	1	0	0	0	0	101	1	2	10	36	58	47	15	0	1	0	0	0	0	170	6	5	14	49	81	75	37	2	2	0	0	0	0	271
20:00	2	3	3	17	46	28	12	1	0	0	0	0	0	112	1	3	11	37	58	41	11	5	0	0	0	0	0	167	3	6	14	54	104	69	23	6	0	0	0	0	0	279
20:15	3	1	3	10	41	27	4	0	0	0	0	0	0	89	0	4	14	32	43	45	12	2	0	1	0	0	0	153	3	5	17	42	84	72	16	2	0	1	0	0	0	242
20:30	2	2	2	16	29	17	11	4	0	1	0	0	0	84	0	1	13	45	38	32	14	3	1	0	2	0	0	149	2	3	15	61	67	49	25	7	1	1	2	0	0	233
20:45	1	5	6	18	35	21	10	0	0	0	0	0	0	96	1	1	4	29	54	44	11	3	1	0	0	0	0	148	2	6	10	47	89	65	21	3	1	0	0	0	0	244
21:00	2	2	3	15	35	22	5	1	0	0	0	0	0	85	0	2	7	21	43	34	12	2	2	1	1	0	0	125	2	4	10	36	78	56	17	3	2	1	1	0	0	210
21:15	1	2	2	32	29	15	1	1	0	0	0	0	0	83	0	1	7	24	40	47	11	7	3	0	0	0	0	140	1	3	9	56	69	62	12	8	3	0	0	0	0	223
21:30	2	1	5	17	35	21	4	0	2	1	0	0	0	88	1	0	6	26	27	23	17	3	3	0	0	0	0	106	3	1	11	43	62	44	21	3	5	1	0	0	0	194
21:45	2	3	4	23	24	16	5	0	0	0	0	0	0	77	0	2	8	18	37	30	7	4	2	0	0	0	0	108	2	5	12	41	61	46	12	4	2	0	0	0	0	185
22:00	0	3	3	13	31	20	5	1	0	0	0	0	0	76	0	2	6	16	43	24	18	3	1	1	1	0	0	115	0	5	9	29	74	44	23	4	1	1	1	0	0	191
22:15	3	0	4	10	20	16	11	1	0	0	0	0	0	65	0	2	6	9	22	27	11	4	1	2	0	0	0	84	3	2	10	19	42	43	22	5	1	2	0	0	0	149
22:30	1	1	2	7	19	20	8	1	0	0	0	0	0	59	0	0	1	5	20	26	18	1	1	0	0	0	0	72	1	1	3	12	39	46	26	2	1	0	0	0	0	131
22:45	0	4	1	15	20	15	5	0	0	0	0	0	0	60	0	2	1	6	17	12	11	5	1	0	0	0	0	55	0	6	2	21	37	27	16	5	1	0	0	0	0	115
23:00	1	2	2	3	18	14	6	0	0	0	0	0	0	46	0	0	0	8	16	21	20	3	3	0	0	0	0	71	1	2	2	11	34	35	26	3	3	0	0	0	0	117
23:15	0	0	4	6	12	18	5	0	0	0	0	0	0	45	0	0	3	5	15	12	10	3	2	0	0	0	0	50	0	0	7	11	27	30	15	3	2	0	0	0	0	95
23:30	2	1	0	6	14	5	2	0	0	0	0	0	0	30	0	1	1	2	11	17	13	7	1	1	1	0	0	55	2	2	1	8	25	22	15	7	1	1	1	0	0	85
23:45	3	2	0	3	10	12	1	1	0	0	0	0	0	32	0	0	3	1	11	15	8	9	1	0	1	0	0	49	3	2	3	4	21	27	9	10	1	0	1	0	0	81
Totals	302	322	769	2,822	4,648	2,844	958	176	46	13	4	0	0	12,904	330	476	1,057	2,575	3,736	3,284	1,346	290	110	30	11	0	0	13,245	632	798	1,826	5,397	8,384	6,128	2,304	466	156	43	15	0	0	26,149
% of Totals	2%	2%	6%	22%	36%	22%	7%	1%	0%	0%	0%	0%	0%	100%	2%	4%	8%	19%	28%	25%	10%	2%	1%	0%	0%	0%	0%	100%	2%	3%	7%	21%	32%	23%	9%	2%	1%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Arden Wy Bet Empress St & Boxwood St/Salvator Apartments Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,904	13,245	26,149

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			26	55	81	12:00			163	180	343
0:15			23	24	47	12:15			164	162	326
0:30			20	26	46	12:30			188	186	374
0:45			19	30	49	12:45			179	199	378
1:00			12	18	30	13:00			179	214	393
1:15			16	21	37	13:15			209	187	396
1:30			12	11	23	13:30			183	190	373
1:45			10	14	24	13:45			182	168	350
2:00			12	18	30	14:00			192	201	393
2:15			13	15	28	14:15			226	197	423
2:30			10	12	22	14:30			235	255	490
2:45			10	17	27	14:45			211	187	398
3:00			5	14	19	15:00			213	248	461
3:15			12	11	23	15:15			214	207	421
3:30			11	12	23	15:30			215	273	488
3:45			21	14	35	15:45			242	243	485
4:00			22	17	39	16:00			196	300	496
4:15			17	25	42	16:15			253	289	542
4:30			45	33	78	16:30			273	294	567
4:45			48	28	76	16:45			273	274	547
5:00			42	36	78	17:00			278	323	601
5:15			67	40	107	17:15			254	269	523
5:30			86	47	133	17:30			265	302	567
5:45			109	70	179	17:45			218	271	489
6:00			90	57	147	18:00			180	261	441
6:15			91	87	178	18:15			162	223	385
6:30			113	102	215	18:30			143	198	341
6:45			149	112	261	18:45			159	191	350
7:00			177	167	344	19:00			140	170	310
7:15			242	196	438	19:15			149	165	314
7:30			264	186	450	19:30			124	177	301
7:45			288	181	469	19:45			101	170	271
8:00			302	180	482	20:00			112	167	279
8:15			249	188	437	20:15			89	153	242
8:30			251	167	418	20:30			84	149	233
8:45			217	143	360	20:45			96	148	244
9:00			190	193	383	21:00			85	125	210
9:15			242	170	412	21:15			83	140	223
9:30			215	157	372	21:30			88	106	194
9:45			211	186	397	21:45			77	108	185
10:00			207	132	339	22:00			76	115	191
10:15			185	173	358	22:15			65	84	149
10:30			203	170	373	22:30			59	72	131
10:45			182	141	323	22:45			60	55	115
11:00			174	161	335	23:00			46	71	117
11:15			163	182	345	23:15			45	50	95
11:30			163	198	361	23:30			30	55	85
11:45			178	187	365	23:45			32	49	81
TOTALS	0	0	5414	4424	9838	TOTALS	0	0	7490	8821	16311
SPLIT %	0%	0%	55%	45%	38%	SPLIT %	0%	0%	46%	54%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			88	135	223
01:00	02:00			50	64	114
02:00	03:00			45	62	107
03:00	04:00			49	51	100
04:00	05:00			132	103	235
05:00	06:00			304	193	497
06:00	07:00			443	358	801
07:00	08:00			971	730	1701
08:00	09:00			1019	678	1697
09:00	10:00			858	706	1564
10:00	11:00			777	616	1393
11:00	12:00			678	728	1406
12:00	13:00			694	727	1421
13:00	14:00			753	759	1512
14:00	15:00			864	840	1704
15:00	16:00			884	971	1855
16:00	17:00			995	1157	2152
17:00	18:00			1015	1165	2180
18:00	19:00			644	873	1517
19:00	20:00			514	682	1196
20:00	21:00			381	617	998
21:00	22:00			333	479	812
22:00	23:00			260	326	586
23:00	00:00			153	225	378

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5414	4424	9838
Peak Hour			7:30	7:15	7:15
Peak Volume			1103	743	1839
Peak Hour Factor			0.913	0.948	0.954
Peak Period	12:00	to	00:00		
Volume			7490	8821	16311
Peak Hour			16:30	16:15	16:15
Peak Volume			1078	1180	2257
Peak Hour Factor			0.969	0.913	0.939
Peak Period	07:00	to	09:00		
Volume			1990	1408	3398
Peak Hour			7:30	7:15	7:15
Peak Volume			1103	743	1839
Peak Hour Factor			0.913	0.948	0.954
Peak Period	16:00	to	18:00		
Volume			2010	2322	4332
Peak Hour			16:30	16:15	16:15
Peak Volume			1078	1180	2257
Peak Hour Factor			0.969	0.913	0.939



Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_003

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	2	8	20	16	34	35	25	12	8	3	0	0	163	0	1	1	6	45	92	55	22	10	0	0	0	0	232	0	3	9	26	61	126	90	47	22	8	3	0	0	395
1:00	0	2	10	12	16	21	26	16	9	5	2	3	0	122	0	0	0	7	25	56	21	18	0	1	0	0	0	128	0	2	10	19	41	77	47	34	9	6	2	3	0	250
2:00	0	0	7	5	7	18	18	10	9	3	0	0	0	77	0	0	0	0	16	28	21	10	3	3	0	0	0	81	0	0	7	5	23	46	39	20	12	6	0	0	0	158
3:00	0	1	2	4	6	15	23	11	9	5	2	1	0	79	0	0	0	5	17	29	20	13	4	2	1	0	0	91	0	1	2	9	23	44	43	24	13	7	3	1	0	170
4:00	0	0	1	5	13	21	56	44	34	13	6	3	0	196	0	0	0	2	15	61	53	15	7	1	0	0	0	154	0	0	1	7	28	82	109	59	41	14	6	3	0	350
5:00	0	1	5	8	29	83	123	110	79	36	11	4	0	489	0	0	0	3	37	105	80	40	8	4	1	0	0	278	0	1	5	11	66	188	203	150	87	40	12	4	0	767
6:00	0	0	9	30	63	134	212	190	132	53	13	9	0	845	3	2	5	24	138	247	124	62	23	11	2	1	0	642	3	2	14	54	201	381	336	252	155	64	15	10	0	1487
7:00	16	16	35	94	206	320	441	303	176	90	12	6	0	1715	5	3	10	52	176	291	294	222	118	40	15	5	0	1231	21	19	45	146	382	611	735	525	294	130	27	11	0	2946
8:00	110	105	188	312	423	429	361	188	67	16	8	0	0	2207	3	6	16	68	263	409	277	136	47	18	6	2	0	1251	113	111	204	380	686	838	638	324	114	34	14	2	0	3458
9:00	52	61	170	266	390	383	291	126	55	7	4	1	0	1806	3	5	14	54	270	373	224	127	51	11	4	1	0	1137	55	66	184	320	660	756	515	253	106	18	8	2	0	2943
10:00	39	47	168	297	370	338	251	117	48	10	2	1	0	1688	3	3	9	83	323	453	250	104	34	8	2	0	0	1272	42	50	177	380	693	791	501	221	82	18	4	1	0	2960
11:00	67	101	234	399	398	311	188	76	35	10	1	0	0	1820	9	19	34	151	592	431	193	64	14	3	1	0	0	1511	76	120	268	550	990	742	381	140	49	13	2	0	0	3331
12:00	67	107	221	395	403	301	191	79	28	6	1	1	0	1800	11	16	54	228	683	477	188	59	20	2	1	0	0	1739	78	123	275	623	1086	778	379	138	48	8	2	1	0	3539
13:00	38	78	215	299	409	322	276	135	42	7	1	1	0	1823	12	19	35	184	577	577	273	84	16	5	2	1	0	1785	50	97	250	483	986	899	549	219	58	12	3	2	0	3608
14:00	63	104	242	375	446	314	207	105	30	11	2	1	0	1900	29	41	60	248	651	595	192	61	7	4	3	0	0	1891	92	145	302	623	1097	909	399	166	37	15	5	1	0	3791
15:00	175	155	258	318	338	291	244	132	60	22	2	3	0	1998	36	54	137	318	647	609	241	70	14	1	1	0	0	2128	211	209	395	636	985	900	485	202	74	23	3	3	0	4126
16:00	299	235	292	375	347	275	190	114	50	4	4	1	0	2186	47	73	174	391	849	561	197	51	17	1	0	1	0	2362	346	308	466	766	1196	836	387	165	67	5	4	2	0	4548
17:00	307	286	383	391	370	239	202	89	40	6	2	1	0	2316	133	157	255	455	667	483	125	26	4	0	0	0	0	2305	440	443	638	846	1037	722	327	115	44	6	2	1	0	4621
18:00	29	50	148	220	300	290	255	114	50	24	1	0	0	1481	23	25	77	218	447	516	304	131	37	6	2	2	0	1788	52	75	225	438	747	806	559	245	87	30	3	2	0	3269
19:00	14	26	94	177	286	256	185	88	39	5	2	1	0	1173	10	16	55	196	500	449	170	33	8	3	1	1	0	1442	24	42	149	373	786	705	355	121	47	8	3	2	0	2615
20:00	0	3	39	84	185	194	141	80	37	13	2	3	0	781	2	2	10	87	362	518	201	89	17	1	1	0	0	1290	2	5	49	171	547	712	342	169	54	14	3	3	0	2071
21:00	0	5	32	64	125	149	162	78	55	14	0	1	0	685	0	0	6	47	242	294	195	87	32	5	1	1	0	910	0	5	38	111	367	443	357	165	87	19	1	2	0	1595
22:00	1	4	24	39	66	91	124	83	44	14	5	4	0	499	0	0	1	13	119	189	151	111	52	10	4	4	0	654	1	4	25	52	185	280	275	194	96	24	9	8	0	1153
23:00	1	0	22	33	37	67	63	36	17	6	0	1	0	283	0	0	1	9	69	112	80	90	40	19	8	1	0	429	1	0	23	42	106	179	143	126	57	25	8	2	0	712
Totals	1,278	1,389	2,807	4,222	5,249	4,896	4,265	2,349	1,157	388	86	46	0	28,132	329	442	954	2,849	7,730	7,955	3,929	1,725	583	159	56	20	0	26,731	1,607	1,831	3,761	7,071	12,979	12,851	8,194	4,074	1,740	547	142	66	0	54,863
% of Totals	5%	5%	10%	15%	19%	17%	15%	8%	4%	1%	0%	0%		100%	1%	2%	4%	11%	29%	30%	15%	6%	2%	1%	0%	0%		100%	3%	3%	7%	13%	24%	23%	15%	7%	3%	1%	0%	0%		100%

STATISTICS

00:00 - 12:00	284	336	837	1452	1937	2107	2025	1216	665	256	64	28	0	11207	26	39	89	455	1917	2575	1612	833	319	102	32	9	0	8008	310	375	926	1907	3854	4682	3637	2049	984	358	96	37	0	19215
%	1%	1%	3%	5%	7%	7%	7%	4%	2%	1%	0%	0%	0%	40%	0%	0%	0%	2%	7%	9%	6%	3%	1%	0%	0%	0%	0%	28%	1%	1%	3%	7%	14%	17%	13%	7%	3%	1%	0%	0%	0%	68%
Peak Hour	8:00	11:45	11:45	11:30	8:00	7:30	7:15	7:00	6:45	7:00	7:15	5:30	0:00	8:00	11:45	11:00	11:45	11:45	11:30	10:30	7:15	7:00	7:00	7:00	7:00	7:00	0:00	11:45	8:00	11:45	11:45	11:45	11:30	7:30	7:15	7:00	7:00	7:00	7:15	7:00	0:00	7:45
Peak Volume	110	119	255	410	423	451	469	303	185	90	16	10	0	2207	14	19	58	223	725	466	322	222	118	40	15	5	0	1726	113	136	313	633	1110	851	791	525	294	130	28	11	0	3545
12:00 - 24:00	994	1053	1970	2770	3312	2789	2240	1133	492	132	22	18	0	16925	303	403	865	2394	5813	5380	2317	892	264	57	24	11	0	18723	1297	1456	2835	5164	9125	8169	4557	2025	756	189	46	29	0	35648
%	4%	4%	7%	10%	12%	10%	8%	4%	2%	0%	0%	0%	0%	60%	1%	1%	3%	9%	21%	19%	8%	3%	1%	0%	0%	0%	0%	67%	5%	5%	10%	18%	32%	29%	16%	7%	3%	1%	0%	0%	0%	127%
Peak Hour	16:30	16:45	16:45	16:45	14:15	12:45	12:45	15:15	15:15	18:00	15:30	21:15	12:00	16:45	16:45	17:00	16:30	16:30	16:00	14:15	18:00	18:00	21:30	23:00	22:45	21:45	12:00	16:30	16:45	16:45	16:45	17:00	16:00	14:30	18:00	18:00	21:30	18:00	22:15	21:45	12:00	16:30
Peak Volume	383	312	425	402	454	332	277	155	78	24	6	5	0	2382	139	157	279	461	849	632	304	131	55	19	9	4	0	2448	517	467	687	846	1196	949	559	245	107	30	13	9	0	4783
07:00 - 09:00	126	121	223	406	629	749	802	491	243	106	20	6	0	3922	8	9	26	120	439	700	571	358	165	58	21	7	0	2482	134	130	249	526	1068	1449	1373	849	408	164	41	13	0	6404
%	0%	0%	1%	1%	2%	3%	3%	2%	1%	0%	0%	0%	0%	14%	0%	0%	0%	0%	2%	2%	2%	1%	1%	0%	0%	0%	0%	9%	0%	0%	1%	2%	4%	5%	5%	3%	1%	1%	0%	0%	0%	23%
Peak Hour	8:00	8:00	8:00	8:00	8:00	7:30	7:15	7:00	7:00	7:00	7:15	7:00	7:00	8:00	7:00	8:00	7:45	7:45	8:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:30	8:00	8:00	8:00	8:00	8:00	7:30	7:15	7:00	7:00	7:00	7:15	7:00	7:00	7:45
Peak Volume	110	105	188	312	423	451	469	303	176	90	16	6	0	2207	5	6	16	70	263	409	322	222	118	40	15	5	0	1362	113	111	204	380	686	851	791	525	294	130	28	11	0	3545
16:00 - 18:00	606	521	675	766	717	514	392	203	90	10	6	2	0	4502	180	230	429	846	1516	1044	322	77	21	1	0	1	0	4667	786	751	1104	1612	2233	1558	714	280	111	11	6	3	0	9169
%	2%	2%	2%	3%	3%	2%	1%	1%	0%	0%	0%	0%	0%	16%	1%	1%	2%	3%	5%	4%	1%	0%	0%	0%	0%	0%	0%	17%	3%	3%	4%	6%	8%	6%	3%	1%	0%	0%	0%	0%	0%	33%
Peak Hour	16:30	16:45	16:45	16:45	17:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:45	16:45	17:00	16:30	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:45	16:45	16:45	17:00	16:00	16:15	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:30
Peak Volume	383	312	425	402	370	275	202	114	50	6	4	1	0	2382	139	157	279	461	849	581	197	51	17	1	0	1	0	2448	517	467	687	846	1196	842	387	165	67	6	4	2	0	4783

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	24	35	34	45	51	28132
WESTBOUND	30	36	36	43	49	26731
TOTALS	26	36	35	44	50	54863

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	32 - 41 mph	10204	36%	658	2%
WESTBOUND	32 - 41 mph	15697	59%	292	1%
TOTALS	32 - 41 mph	25901	47%	950	2%

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	4	5	7	12	8	9	5	1	1	0	0	52	0	0	0	0	16	45	19	5	4	0	0	0	0	89	0	0	4	5	23	57	27	14	9	1	1	0	0	141
0:15	0	0	3	4	3	7	8	5	3	2	0	0	0	35	0	1	0	1	5	20	10	11	2	0	0	0	0	50	0	1	3	5	8	27	18	16	5	2	0	0	0	85
0:30	0	0	0	6	4	8	12	6	1	2	1	0	0	40	0	0	1	2	9	11	11	5	3	0	0	0	0	42	0	0	1	8	13	19	23	11	4	2	1	0	0	82
0:45	0	2	1	5	2	7	7	5	3	3	1	0	0	36	0	0	0	3	15	16	15	1	1	0	0	0	0	51	0	2	1	8	17	23	22	6	4	3	1	0	0	87
1:00	0	0	0	5	2	8	8	1	1	1	0	0	0	26	0	0	0	2	5	14	4	7	0	0	0	0	0	32	0	0	0	7	7	22	12	8	1	1	0	0	0	58
1:15	0	1	5	1	5	7	5	4	2	1	1	1	0	33	0	0	0	1	8	12	8	6	0	1	0	0	0	36	0	1	5	2	13	19	13	10	2	2	1	1	0	69
1:30	0	0	4	3	4	3	9	6	4	2	1	1	0	37	0	0	0	2	6	20	4	2	0	0	0	0	0	34	0	0	4	5	10	23	13	8	4	2	1	1	0	71
1:45	0	1	1	3	5	3	4	5	2	1	0	1	0	26	0	0	0	2	6	10	5	3	0	0	0	0	0	26	0	1	1	5	11	13	9	8	2	1	0	1	0	52
2:00	0	0	5	3	2	7	3	4	1	2	0	0	0	27	0	0	0	0	6	7	6	2	1	1	0	0	0	23	0	0	5	3	8	14	9	6	2	3	0	0	0	50
2:15	0	0	0	1	3	5	7	1	3	1	0	0	0	21	0	0	0	0	3	9	2	3	0	0	0	0	0	17	0	0	0	1	6	14	9	4	3	1	0	0	0	38
2:30	0	0	0	0	2	2	4	3	4	0	0	0	0	15	0	0	0	0	5	5	8	3	1	1	0	0	0	23	0	0	0	0	7	7	12	6	5	1	0	0	0	38
2:45	0	0	2	1	0	4	4	2	1	0	0	0	0	14	0	0	0	0	2	7	5	2	1	1	0	0	0	18	0	0	2	1	2	11	9	4	2	1	0	0	0	32
3:00	0	0	0	1	2	6	4	2	0	0	0	0	0	15	0	0	0	1	4	7	4	4	2	1	0	0	0	23	0	0	0	2	6	13	8	6	2	1	0	0	0	38
3:15	0	0	2	2	2	3	4	3	1	0	0	0	0	17	0	0	0	2	5	5	6	3	2	0	0	0	0	23	0	0	2	4	7	8	10	6	3	0	0	0	0	40
3:30	0	1	0	0	1	3	4	4	3	2	1	0	0	19	0	0	0	0	2	10	6	5	0	1	0	0	0	24	0	1	0	0	3	13	10	9	3	3	1	0	0	43
3:45	0	0	0	1	1	3	11	2	5	3	1	1	0	28	0	0	0	2	6	7	4	1	0	0	1	0	0	21	0	0	0	3	7	10	15	3	5	3	2	1	0	49
4:00	0	0	0	1	2	4	10	6	6	4	0	0	0	33	0	0	0	0	7	12	11	3	2	1	0	0	0	36	0	0	0	1	9	16	21	9	8	5	0	0	0	69
4:15	0	0	1	1	4	3	7	6	5	0	2	0	0	29	0	0	0	1	1	15	7	5	2	0	0	0	0	31	0	0	1	2	5	18	14	11	7	0	2	0	0	60
4:30	0	0	0	1	2	4	18	15	9	6	1	0	0	56	0	0	0	1	4	17	18	1	3	0	0	0	0	44	0	0	0	2	6	21	36	16	12	6	1	0	0	100
4:45	0	0	0	2	5	10	21	17	14	3	3	3	0	78	0	0	0	0	3	17	17	6	0	0	0	0	0	43	0	0	0	2	8	27	38	23	14	3	3	3	0	121
5:00	0	0	1	1	8	14	15	11	3	4	2	0	0	59	0	0	0	0	7	11	12	11	1	2	0	0	0	44	0	0	1	1	15	25	27	22	4	6	2	0	0	103
5:15	0	0	0	1	8	17	27	20	17	6	2	1	0	99	0	0	0	1	9	16	16	10	2	0	1	0	0	55	0	0	0	2	17	33	43	30	19	6	3	1	0	154
5:30	0	1	2	5	6	30	34	41	24	7	1	2	0	153	0	0	0	2	10	43	28	4	2	0	0	0	0	89	0	1	2	7	16	73	62	45	26	7	1	2	0	242
5:45	0	0	2	1	7	22	47	38	35	19	6	1	0	178	0	0	0	0	11	35	24	15	3	2	0	0	0	90	0	0	2	1	18	57	71	53	38	21	6	1	0	268
6:00	0	0	3	2	7	20	29	36	32	17	2	3	0	151	0	0	0	0	7	30	43	17	13	2	3	1	0	116	0	0	3	9	37	63	46	49	34	20	3	3	0	267
6:15	0	0	1	6	12	30	37	43	25	15	2	4	0	175	0	0	0	1	25	68	20	15	2	2	0	0	0	133	0	0	1	7	37	98	57	58	27	17	2	4	0	308
6:30	0	0	1	10	23	39	57	44	26	8	4	1	0	213	0	0	0	5	28	72	52	12	6	3	0	1	0	179	0	0	1	15	51	111	109	56	32	11	4	2	0	392
6:45	0	0	4	12	21	45	89	67	49	13	5	1	0	306	3	2	5	11	55	64	35	22	13	3	1	0	0	214	3	2	9	23	76	109	124	89	62	16	6	1	0	520
7:00	0	0	4	12	33	43	78	70	41	20	1	0	0	302	0	0	2	8	19	42	55	59	24	7	4	0	0	220	0	0	6	20	52	85	133	129	65	27	5	0	0	522
7:15	4	4	9	19	43	78	100	74	42	30	4	1	0	408	2	1	4	9	32	65	75	43	29	11	5	3	0	279	6	5	13	28	75	143	175	117	71	41	9	4	0	687
7:30	12	11	19	26	59	98	128	82	53	19	5	1	0	513	0	0	0	15	84	102	78	56	17	8	0	0	0	360	12	11	19	41	143	200	206	138	70	27	5	1	0	873
7:45	0	1	3	37	71	101	135	77	40	21	2	4	0	492	3	2	4	20	41	82	86	64	48	14	6	2	0	372	3	3	7	57	112	183	221	141	88	35	8	6	0	864
8:00	27	16	30	54	101	113	106	58	27	8	5	0	0	545	0	1	5	16	77	112	83	24	8	7	1	0	0	334	27	17	35	70	178	225	189	82	35	15	6	0	0	879
8:15	21	30	45	86	115	139	95	37	13	4	1	0	0	586	1	0	3	12	46	104	61	46	13	6	2	2	0	296	22	30	48	98	161	243	156	83	26	10	3	2	0	882
8:30	48	43	83	100	105	78	64	38	13	2	1	0	0	575	1	2	4	22	82	110	73	35	13	3	0	0	0	345	49	45	87	122	187	188	137	73	26	5	1	0	0	920
8:45	14	16	30	72	102	99	96	55	14	2	1	0	0	501	1	3	4	18	58	83	60	31	13	2	3	0	0	276	15	19	34	90	160	182	156	86	27	4	4	0	0	777
9:00	4	11	20	61	95	88	78	36	15	3	1	0	0	412	3	2	2	16	68	111	61	31	8	3	3	1	0	309	7	13	22	77	163	199	139	67	23	6	4	1	0	721
9:15	12	12	48	69	93	110	77	38	19	1	2	1	0	482	0	0	0	10	52	73	61	44	23	3	1	0	0	267	12	12	48	79	145	183	138	82	42	4	3	1	0	749
9:30	30	28	46	62	110	83	60	19	8	1	0	0	0	447	0	0	8	23	93	99	39	18	7	1	0	0	0	288	30	28	54	85	203	182	99	37	15	2	0	0	0	735
9:45	6	10	56	74	92	102	76	33	13	2	1	0	0	465	0	3	4	5	57	90	63	34	13	4	0	0	0	273	6	13	60	79	149	192	139	67	26	6	1	0	0	738
10:00	10	18	45	92	89	73	55	28	11	2	0	0	0	423	3	3	2	15	71	109	69	14	5	0	0	0	0	291	13	21	47	107	160	182	124	42	16	2	0	0	0	714
10:15	6	2	24	48	88	88	82	48	21	6	1	0	0	414	0	0	1	12	59	107	69	31	10	1	0	0	0	290	6	2	25	60	147	195	151	79	31	7	1	0	0	704
10:30	17	10	53	76	94	93	61	27	12	2	1	1	0	447	0	0	1	20	73	102	63	34	11	3	1	0	0	308	17	10	54	96	167	195	124	61	23	5	2	1	0	755
10:45	6	17	46	81	99	84	53	14	4	0	0	0	0	404	0	0	5	36	120	135	49	25	8	4	1	0	0	383	6	17	51	117	219	219	102	39	12	4	1	0	0	787
11:00	0	10	40	87	109	101	63	23	7	1	1	0	0	442	0	3	5	33	115	94	42	24	9	2	0	0	0	327	0	13	45	120	224	195	105	47	16	3	1	0	0	769
11:15	18	28	65	93	93	79	47	24	14	3	0	0	0	464	3	10	11	31	97	135	68	13	2	0	0	0	0	370	21	38	76	124	190	214	115	37	16	3	0	0	0	834
11:30	17	23	55	103	104	61	48	20	4	3	0	0	0	438	0	2	9	43	200	96	36	11	1	1	0	0	0	399	17	25	64	146	304	157	84	31	5	4	0	0	0	837
11:45	32	40	74	116	92	70	30	9	10	3	0	0	0	476	6	4	9	44	180	106	47	16	2	0	1	0	0	415	38	44	83	160	272	176	77	25	12	3	1	0	0	891

Prepared by National Data & Surveying Services

SPEED

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	14	24	59	96	112	74	35	22	7	4	0	0	0	447	0	3	23	63	165	91	23	8	2	1	0	0	0	379	14	27	82	159	277	165	58	30	9	5	0	0	0	826
12:15	10	24	58	95	77	59	48	20	7	0	0	1	0	399	5	5	2	53	180	106	73	25	11	1	1	0	0	462	15	29	60	148	257	165	121	45	18	1	1	1	0	861
12:30	34	31	64	103	107	82	50	17	6	0	0	0	0	494	3	5	24	63	185	150	31	6	3	0	0	0	0	470	37	36	88	166	292	232	81	23	9	0	0	0	0	964
12:45	9	28	40	101	107	86	58	20	8	2	1	0	0	460	3	3	5	49	153	130	61	20	4	0	0	0	0	428	12	31	45	150	260	216	119	40	12	2	1	0	0	888
13:00	19	22	51	75	110	90	87	37	5	1	1	1	0	499	1	3	9	36	172	155	51	13	1	1	0	0	0	442	20	25	60	111	282	245	138	50	6	2	1	1	0	941
13:15	7	23	71	72	104	63	72	26	13	2	0	0	0	453	0	0	12	54	122	122	74	28	6	0	1	0	0	419	7	23	83	126	226	185	146	54	19	2	1	0	0	872
13:30	10	18	46	79	99	93	60	31	8	3	0	0	0	447	9	8	12	48	152	152	76	27	2	0	1	0	0	487	19	26	58	127	251	245	136	58	10	3	1	0	0	934
13:45	2	15	47	73	96	76	57	41	16	1	0	0	0	424	2	8	2	46	131	148	72	16	7	4	0	1	0	437	4	23	49	119	227	224	129	57	23	5	0	1	0	861
14:00	19	29	58	83	71	81	66	28	10	2	0	0	0	447	0	7	11	79	165	117	25	8	2	0	0	0	0	414	19	36	69	162	236	198	91	36	12	2	0	0	0	861
14:15	17	20	66	97	130	68	39	23	7	3	0	0	0	470	8	5	2	64	180	169	47	16	1	0	1	0	0	493	25	25	68	161	310	237	86	39	8	3	1	0	0	963
14:30	16	32	74	118	97	76	42	23	6	1	2	1	0	488	15	25	32	78	185	143	36	11	1	0	0	0	0	526	31	57	106	196	282	219	78	34	7	1	2	1	0	1014
14:45	11	23	44	77	148	89	60	31	7	5	0	0	0	495	6	4	15	27	121	166	84	26	3	4	2	0	0	458	17	27	59	104	269	255	144	57	10	9	2	0	0	953
15:00	49	42	70	88	79	75	64	21	11	4	0	1	0	504	18	17	21	60	149	154	67	24	1	0	0	0	0	511	67	59	91	148	228	229	131	45	12	4	0	1	0	1015
15:15	25	28	45	63	92	78	68	42	19	9	0	0	0	469	7	17	45	73	134	168	67	23	7	1	0	0	0	542	32	45	90	136	226	246	135	65	26	10	0	0	0	1011
15:30	67	42	63	83	76	60	52	26	8	3	0	1	0	481	11	10	42	89	200	138	33	8	5	0	1	0	0	537	78	52	105	172	276	198	85	34	13	3	1	1	0	1018
15:45	34	43	80	84	91	78	60	43	22	6	2	1	0	544	0	10	29	96	164	149	74	15	1	0	0	0	0	538	34	53	109	180	255	227	134	58	23	6	2	1	0	1082
16:00	41	28	51	70	83	71	74	44	29	0	3	1	0	495	16	27	61	112	224	133	54	11	2	0	0	1	0	641	57	55	112	182	307	204	128	55	31	0	3	2	0	1136
16:15	62	52	57	123	102	69	49	25	7	1	1	0	0	548	12	25	37	92	208	122	26	10	4	0	0	0	0	536	74	77	94	215	310	191	75	35	11	1	1	0	0	1084
16:30	85	75	75	79	87	79	37	31	12	2	0	0	0	562	11	12	48	116	234	145	59	11	5	0	0	0	0	641	96	87	123	195	321	224	96	42	17	2	0	0	0	1203
16:45	111	80	109	103	75	56	30	14	2	1	0	0	0	581	8	9	28	71	183	161	58	19	6	1	0	0	0	544	119	89	137	174	258	217	88	33	8	2	0	0	0	1125
17:00	88	78	117	92	86	57	35	22	8	1	0	0	0	584	34	51	79	104	177	153	31	4	0	0	0	0	0	633	122	129	196	196	263	210	66	26	8	1	0	0	0	1217
17:15	99	76	94	108	91	53	51	23	12	1	0	0	0	608	74	75	124	170	140	41	5	0	1	0	0	0	0	630	173	151	218	278	231	94	56	23	13	1	0	0	0	1238
17:30	80	78	105	99	88	71	50	21	14	2	1	0	0	609	23	20	31	95	194	115	27	1	1	0	0	0	0	507	103	98	136	194	282	186	77	22	15	2	1	0	0	1116
17:45	40	54	67	92	105	58	66	23	6	2	1	1	0	515	2	11	21	86	156	174	62	21	2	0	0	0	0	535	42	65	88	178	261	232	128	44	8	2	1	1	0	1050
18:00	10	24	55	76	90	93	78	25	15	4	0	0	0	470	9	15	36	74	135	126	78	27	3	0	1	1	0	505	19	39	91	150	225	219	156	52	18	4	1	1	0	975
18:15	9	5	36	62	82	80	54	30	9	6	0	0	0	373	14	10	32	63	112	126	73	25	7	0	0	0	0	462	23	15	68	125	194	206	127	55	16	6	0	0	0	835
18:30	6	13	34	40	67	59	75	34	16	10	1	0	0	355	0	0	6	58	123	153	62	26	9	2	1	1	0	441	6	13	40	98	190	212	137	60	25	12	2	1	0	796
18:45	4	8	23	42	61	58	48	25	10	4	0	0	0	283	0	0	3	23	77	111	91	53	18	4	0	0	0	380	4	8	26	65	138	169	139	78	28	8	0	0	0	663
19:00	0	8	40	63	82	71	49	27	16	3	1	0	0	360	5	2	12	63	129	96	30	6	2	1	0	0	0	346	5	10	52	126	211	167	79	33	18	4	1	0	0	706
19:15	9	10	9	42	81	57	58	30	18	2	0	0	0	316	0	0	2	17	94	128	70	16	3	0	0	0	0	330	9	10	11	59	175	185	128	46	21	2	0	0	0	646
19:30	5	4	19	37	70	72	44	16	3	0	0	0	0	270	3	3	18	72	152	107	33	3	0	1	1	1	0	394	8	7	37	109	222	179	77	19	3	1	1	1	0	664
19:45	0	4	26	35	53	56	34	15	2	0	1	1	0	227	2	11	23	44	125	118	37	8	3	1	0	0	0	372	2	15	49	79	178	174	71	23	5	1	1	1	0	599
20:00	0	0	12	31	58	52	36	18	11	2	0	0	0	220	2	2	5	36	110	121	50	20	1	0	1	0	0	348	2	2	17	67	168	173	86	38	12	2	1	0	0	568
20:15	0	1	9	21	43	58	27	18	7	5	0	1	0	190	0	0	0	10	86	173	57	19	6	0	0	0	0	351	0	1	9	31	129	231	84	37	13	5	0	1	0	541
20:30	0	1	8	21	43	41	50	24	11	4	0	2	0	205	0	0	3	19	93	123	35	20	3	0	0	0	0	296	0	1	11	40	136	164	85	44	14	4	0	2	0	501
20:45	0	1	10	11	41	43	28	20	8	2	2	0	0	166	0	0	2	22	73	101	59	30	7	1	0	0	0	295	0	1	12	33	114	144	87	50	15	3	2	0	0	461
21:00	0	2	7	24	40	47	45	25	7	2	0	0	0	199	0	0	0	8	74	75	36	17	4	3	0	0	0	217	0	2	7	32	114	122	81	42	11	5	0	0	0	416
21:15	0	2	9	13	36	44	34	19	18	4	0	0	0	179	0	0	2	16	85	94	50	12	6	1	0	0	0	266	0	2	11	29	121	138	84	31	24	5	0	0	0	445
21:30	0	0	9	12	28	31	40	22	15	3	0	0	0	160	0	0	0	15	50	69	61	22	15	0	0	1	0	233	0	0	9	27	78	100	101	44	30	3	0	1	0	393
21:45	0	1	7	15	21	27	43	12	15	5	0	1	0	147	0	0	4	8	33	56	48	36	7	1	1	0	0	194	0	1	11	23	54	83	91	48	22	6	1	1	0	341
22:00	0	2	3	8	28	31	41	22	9	1	0	4	0	149	0	0	1	3	46	57	44	37	16	2	0	1	0	207	0	2	4	11	74	88	85	59	25	3	0	5	0	356
22:15	0	2	5	6	14	23	32	25	13	5	1	0	0	126	0	0	0	4	32	51	43	30	17	4	2	1	0	184	0	2	5	10	46	74	75	55	30	9	3	1	0	310
22:30	1	0	10	19	14	20	32	21	10	3	3	0	0	133	0	0	0	4	33	53	34	17	7	1	0	2	0	151	1	0	10	23	47	73	66	38	17	4	3	2	0	284
22:45	0	0	6	6	10	17	19	15	12	5	1	0	0	91	0	0	0	2	8	28	30	27	12	3	2	0	0	112	0	0	6	8	18	45	49	42	24	8	3	0	0	203
23:00	0	0	9	18	18	17	11	6	4	1	0	0	0	84	0	0	0	3	26	47	25	27	13	3	4	1	0	149	0	0	9	21	44	64	36	33	17	4	4	1	0	233
23:15	0	0	8	8	12	20	16	10	7	1	0	1	0	83	0	0	0	3	20	30	19	15	6	3	1	0	0	97	0	0	8	11	32	50	35	25	13	4	1	1	0	180
23:30	0	0	2	5	2	16	21	12	4	3	0	0	0	65	0	0	1	1	6	21	20	39	14	7	2	0	0	111	0	0	3	6	8	37	41	51	18	10	2	0	0	176
23:45	1	0	3	2	5	14	15	8	2	1	0	0	0	51	0	0	0	2	17	14	16	9	7	6	1	0	0	72	1	0	3	4	22	28	31	17	9	7	1	0	0	123
Totals	1,278	1,389	2,807	4,222	5,249	4,896	4,265	2,349	1,157	388	86	46	0	28,132	329	442	954	2,849	7,730	7,955	3,929	1,725	583	159	56	20	0	26,731	1,607	1,831	3,761	7,071	12,979	12,851	8,194	4,074	1,740	547	142	66	0	54,863
% of Totals	5%	5%	10%	15%	19%	17%	15%	8%	4%	1%	0%	0%	0%	100%	1%	2%	4%	11%	29%	30%	15%	6%	2%	1%	0%	0%	0%	100%	3%	3%	7%	13%	24%	23%	15%	7%	3%	1%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Arden Wy Bet Sears Dwy/Point W Way & Heritage Ln/Arden Fair N Dwy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	28,132	26,731	54,863

DAILY TOTALS

15-Minutes Interval

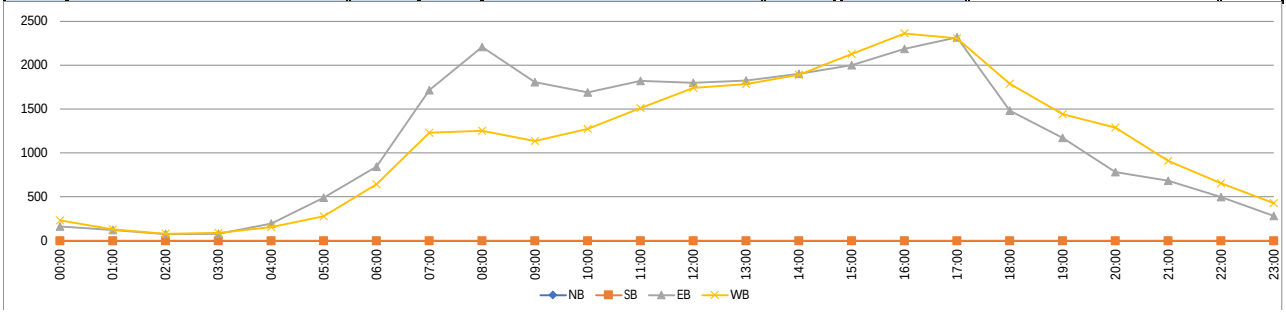
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			52	89	141	12:00			447	379	826
0:15			35	50	85	12:15			399	462	861
0:30			40	42	82	12:30			494	470	964
0:45			36	51	87	12:45			460	428	888
1:00			26	32	58	13:00			499	442	941
1:15			33	36	69	13:15			453	419	872
1:30			37	34	71	13:30			447	487	934
1:45			26	26	52	13:45			424	437	861
2:00			27	23	50	14:00			447	414	861
2:15			21	17	38	14:15			470	493	963
2:30			15	23	38	14:30			488	526	1014
2:45			14	18	32	14:45			495	458	953
3:00			15	23	38	15:00			504	511	1015
3:15			17	23	40	15:15			469	542	1011
3:30			19	24	43	15:30			481	537	1018
3:45			28	21	49	15:45			544	538	1082
4:00			33	36	69	16:00			495	641	1136
4:15			29	31	60	16:15			548	536	1084
4:30			56	44	100	16:30			562	641	1203
4:45			78	43	121	16:45			581	544	1125
5:00			59	44	103	17:00			584	633	1217
5:15			99	55	154	17:15			608	630	1238
5:30			153	89	242	17:30			609	507	1116
5:45			178	90	268	17:45			515	535	1050
6:00			151	116	267	18:00			470	505	975
6:15			175	133	308	18:15			373	462	835
6:30			213	179	392	18:30			355	441	796
6:45			306	214	520	18:45			283	380	663
7:00			302	220	522	19:00			360	346	706
7:15			408	279	687	19:15			316	330	646
7:30			513	360	873	19:30			270	394	664
7:45			492	372	864	19:45			227	372	599
8:00			545	334	879	20:00			220	348	568
8:15			586	296	882	20:15			190	351	541
8:30			575	345	920	20:30			205	296	501
8:45			501	276	777	20:45			166	295	461
9:00			412	309	721	21:00			199	217	416
9:15			482	267	749	21:15			179	266	445
9:30			447	288	735	21:30			160	233	393
9:45			465	273	738	21:45			147	194	341
10:00			423	291	714	22:00			149	207	356
10:15			414	290	704	22:15			126	184	310
10:30			447	308	755	22:30			133	151	284
10:45			404	383	787	22:45			91	112	203
11:00			442	327	769	23:00			84	149	233
11:15			464	370	834	23:15			83	97	180
11:30			438	399	837	23:30			65	111	176
11:45			476	415	891	23:45			51	72	123
TOTALS	0	0	11207	8008	19215	TOTALS	0	0	16925	18723	35648
SPLIT %	0%	0%	58%	42%	35%	SPLIT %	0%	0%	47%	53%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			163	232	395
01:00	02:00			122	128	250
02:00	03:00			77	81	158
03:00	04:00			79	91	170
04:00	05:00			196	154	350
05:00	06:00			489	278	767
06:00	07:00			845	642	1487
07:00	08:00			1715	1231	2946
08:00	09:00			2207	1251	3458
09:00	10:00			1806	1137	2943
10:00	11:00			1688	1272	2960
11:00	12:00			1820	1511	3331
12:00	13:00			1800	1739	3539
13:00	14:00			1823	1785	3608
14:00	15:00			1900	1891	3791
15:00	16:00			1998	2128	4126
16:00	17:00			2186	2362	4548
17:00	18:00			2316	2305	4621
18:00	19:00			1481	1788	3269
19:00	20:00			1173	1442	2615
20:00	21:00			781	1290	2071
21:00	22:00			685	910	1595
22:00	23:00			499	654	1153
23:00	00:00			283	429	712

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			11207	8008	19215
Peak Hour			8:00	11:00	7:45
Peak Volume			2207	1511	3545
Peak Hour Factor			0.942	0.910	0.963
Peak Period	12:00	to	00:00		
Volume			16925	18723	35648
Peak Hour			16:45	16:30	16:30
Peak Volume			2382	2448	4783
Peak Hour Factor			0.978	0.955	0.966
Peak Period	07:00	to	09:00		
Volume			3922	2482	6404
Peak Hour			8:00	7:30	7:45
Peak Volume			2207	1362	3545
Peak Hour Factor			0.942	0.915	0.963
Peak Period	16:00	to	18:00		
Volume			4502	4667	9169
Peak Hour			16:45	16:30	16:30
Peak Volume			2382	2448	4783
Peak Hour Factor			0.978	0.955	0.966



Prepared by National Data & Surveying Services

SPEED

Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_004

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	2	6	20	41	39	27	9	0	1	0	0	145	0	4	11	6	31	81	51	19	3	1	0	0	0	207	0	4	13	12	51	122	90	46	12	1	1	0	0	352
1:00	0	0	3	7	11	24	34	16	4	1	1	0	0	101	1	5	2	9	14	44	25	9	0	0	0	0	0	109	1	5	5	16	25	68	59	25	4	1	1	0	0	210
2:00	0	0	0	5	13	20	26	9	3	0	0	0	0	76	0	2	1	4	19	29	17	7	2	1	0	0	0	82	0	2	1	9	32	49	43	16	5	1	0	0	0	158
3:00	0	0	2	2	7	21	26	12	3	0	1	0	0	74	0	1	1	3	18	30	17	8	2	0	0	0	0	80	0	1	3	5	25	51	43	20	5	0	1	0	0	154
4:00	0	0	2	6	16	31	62	43	17	8	0	0	0	185	0	2	5	6	25	55	41	12	3	1	0	0	0	150	0	2	7	12	41	86	103	55	20	9	0	0	0	335
5:00	0	1	3	8	22	84	140	98	37	16	4	0	0	413	0	0	3	3	47	108	74	24	8	0	0	0	0	267	0	1	6	11	69	192	214	122	45	16	4	0	0	680
6:00	0	2	4	29	134	216	205	96	36	8	2	0	0	732	0	3	9	11	74	270	181	45	14	2	1	0	0	610	0	5	13	40	208	486	386	141	50	10	3	0	0	1342
7:00	1	2	12	104	389	450	341	133	40	12	1	0	0	1485	4	11	41	96	297	446	250	63	10	1	0	0	0	1219	5	13	53	200	686	896	591	196	50	13	1	0	0	2704
8:00	1	5	17	146	564	681	328	93	14	4	0	0	0	1853	1	7	24	99	359	499	206	42	9	1	0	0	0	1247	2	12	41	245	923	1180	534	135	23	5	0	0	0	3100
9:00	0	0	25	193	546	446	241	59	21	0	0	0	0	1531	0	6	26	96	375	372	141	30	2	2	0	0	0	1050	0	6	51	289	921	818	382	89	23	2	0	0	0	2581
10:00	0	1	43	198	518	426	154	34	11	3	0	0	0	1388	0	15	60	189	417	349	108	25	1	2	0	0	0	1166	0	16	103	387	935	775	262	59	12	5	0	0	0	2554
11:00	0	13	69	386	630	288	98	29	1	0	1	0	0	1515	1	26	75	263	537	342	101	15	1	0	0	0	0	1361	1	39	144	649	1167	630	199	44	2	0	1	0	0	2876
12:00	0	4	55	423	718	379	106	24	7	1	0	0	0	1717	3	37	177	410	571	305	94	23	3	0	0	0	0	1623	3	41	232	833	1289	684	200	47	10	1	0	0	0	3340
13:00	0	4	52	354	632	411	163	36	7	3	0	0	0	1662	10	43	166	404	612	327	87	16	2	1	0	0	0	1668	10	47	218	758	1244	738	250	52	9	4	0	0	0	3330
14:00	7	4	58	349	627	436	183	51	9	0	0	0	0	1724	16	36	139	427	617	314	96	17	3	1	1	0	0	1667	23	40	197	776	1244	750	279	68	12	1	1	0	0	3391
15:00	0	2	54	332	687	557	195	43	4	0	1	0	0	1875	35	75	238	508	657	317	83	16	1	0	0	0	0	1930	35	77	292	840	1344	874	278	59	5	0	1	0	0	3805
16:00	0	3	62	452	735	574	186	42	3	1	0	0	0	2058	70	88	248	577	694	301	81	11	5	0	0	0	0	2075	70	91	310	1029	1429	875	267	53	8	1	0	0	0	4133
17:00	0	3	31	351	855	666	216	46	8	0	0	0	0	2176	68	119	243	528	631	300	81	16	0	2	0	0	0	1988	68	122	274	879	1486	966	297	62	8	2	0	0	0	4164
18:00	0	2	42	243	485	380	180	49	10	3	0	0	0	1394	25	60	168	344	592	310	96	9	7	1	1	0	0	1613	25	62	210	587	1077	690	276	58	17	4	1	0	0	3007
19:00	0	1	30	233	448	251	106	35	5	2	0	0	0	1111	2	18	85	251	429	249	85	14	2	1	1	0	0	1137	2	19	115	484	877	500	191	49	7	3	1	0	0	2248
20:00	0	0	36	200	307	191	81	24	7	1	0	0	0	847	0	14	66	122	383	347	93	13	3	1	1	0	0	1043	0	14	102	322	690	538	174	37	10	2	1	0	0	1890
21:00	0	1	10	87	221	185	102	34	3	1	0	0	0	644	0	9	30	82	256	261	95	20	3	0	0	0	0	756	0	10	40	169	477	446	197	54	6	1	0	0	0	1400
22:00	0	0	8	47	104	146	105	59	14	3	4	0	0	490	0	8	19	24	130	216	104	26	7	1	0	0	0	535	0	8	27	71	234	362	209	85	21	4	4	0	0	1025
23:00	0	0	3	20	39	73	77	40	8	3	0	0	0	263	0	3	14	15	68	154	76	37	4	2	0	0	0	373	0	3	17	35	107	227	153	77	12	5	0	0	0	636
Totals	9	48	623	4,181	8,728	6,977	3,394	1,132	281	70	16	0	0	25,459	236	592	1,851	4,477	7,853	6,026	2,283	517	95	21	5	0	0	23,956	245	640	2,474	8,658	16,581	13,003	5,677	1,649	376	91	21	0	0	49,415
% of Totals	0%	0%	2%	16%	34%	27%	13%	4%	1%	0%	0%			100%	1%	2%	8%	19%	33%	25%	10%	2%	0%	0%	0%	0%		100%	0%	1%	5%	18%	34%	26%	11%	3%	1%	0%	0%			100%

STATISTICS

00:00 - 12:00	2	24	182	1090	2870	2728	1694	649	196	52	11	0	0	9498	7	82	258	785	2213	2625	1212	299	55	11	1	0	0	7548	9	106	440	1875	5083	5353	2906	948	251	63	12	0	0	17046
%	0%	0%	1%	4%	11%	11%	7%	3%	1%	0%	0%	0%	0%	37%	0%	0%	1%	3%	9%	10%	5%	1%	0%	0%	0%	0%	0%	30%	0%	0%	2%	7%	20%	21%	11%	4%	1%	0%	0%	0%	0%	67%
Peak Hour	6:15	11:30	11:30	11:45	11:45	8:15	7:15	7:15	5:45	5:30	5:00	0:00	0:00	8:00	6:45	11:45	11:45	11:45	11:45	7:45	7:15	7:00	6:15	5:45	5:45	0:00	0:00	11:45	6:45	11:30	11:45	11:45	11:45	8:15	7:15	7:15	5:45	5:30	5:00	0:00	0:00	11:45
Peak Volume	1	14	74	448	696	693	379	138	54	18	4	0	0	1853	4	42	167	410	580	526	260	63	15	2	1	0	0	1622	5	55	239	858	1276	1185	639	200	68	19	4	0	0	3302
12:00 - 24:00	7	24	441	3091	5858	4249	1700	483	85	18	5	0	0	15961	229	510	1593	3692	5640	3401	1071	218	40	10	4	0	0	16408	236	534	2034	6783	11498	7650	2771	701	125	28	9	0	0	32369
%	0%	0%	2%	12%	23%	17%	7%	2%	0%	0%	0%	0%	0%	63%	1%	2%	6%	15%	22%	13%	4%	1%	0%	0%	0%	0%	0%	64%	1%	2%	8%	27%	45%	30%	11%	3%	0%	0%	0%	0%	0%	127%
Peak Hour	14:00	13:15	15:45	15:45	16:45	17:00	17:15	22:00	17:45	18:15	21:45	12:00	12:00	16:30	16:30	16:30	16:30	16:00	15:15	15:30	18:30	22:45	22:15	17:00	18:30	12:00	12:00	16:30	16:30	16:30	15:45	16:00	16:30	17:00	17:15	22:15	17:45	18:15	21:45	12:00	12:00	16:30
Peak Volume	7	7	74	471	885	666	233	59	16	4	4	0	0	2239	109	132	276	577	709	351	107	37	8	2	2	0	0	2099	109	135	342	1029	1551	966	310	86	23	5	4	0	0	4338
07:00 - 09:00	2	7	29	250	953	1131	669	226	54	16	1	0	0	3338	5	18	65	195	656	945	456	105	19	2	0	0	0	2466	7	25	94	445	1609	2076	1125	331	73	18	1	0	0	5804
%	0%	0%	0%	1%	4%	4%	3%	1%	0%	0%	0%	0%	0%	13%	0%	0%	0%	1%	3%	4%	2%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	2%	6%	8%	4%	1%	0%	0%	0%	0%	0%	23%
Peak Hour	7:00	8:00	7:45	8:00	8:00	8:00	7:15	7:15	7:00	7:15	7:00	7:00	7:00	8:00	7:00	7:15	7:15	7:30	7:45	7:45	7:15	7:00	7:30	7:00	7:00	7:00	7:00	7:30	7:00	7:15	7:15	8:00	8:00	8:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	5	17	146	564	681	379	138	40	13	1	0	0	1853	4	14	48	121	378	526	260	63	11	1	1	0	0	1371	5	16	62	245	923	1180	639	200	50	13	1	0	0	3170
16:00 - 18:00	0	6	93	803	1590	1240	402	88	11	1	0	0	0	4234	138	207	491	1105	1325	601	162	27	5	2	0	0	0	4063	138	213	584	1908	2915	1841	564	115	16	3	0	0	0	8297
%	0%	0%	0%	3%	6%	5%	2%	0%	0%	0%	0%	0%	0%	17%	1%	1%	2%	4%	5%	2%	1%	0%	0%	0%	0%	0%	0%	16%	1%	1%	2%	7%	11%	7%	2%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	16:00	16:00	16:00	16:00	16:45	17:00	17:00	16:30	17:00	16:00	16:00	16:00	16:00	16:30	16:30	16:30	16:30	16:00	16:15	16:00	16:45	16:45	16:00	17:00	16:00	16:00	16:00	16:30	16:30	16:30	16:30	16:00	16:30	17:00	17:00	16:30	16:00	16:15	16:00	16:00	16:00	16:30
Peak Volume	0	3	62	452	885	666	216	52	8	1	0	0	0	2239	109	132	276	577	696	301	83	17	5	2	0	0	0	2099	109	135	316	1029	1551	966	297	66	8	2	0	0	0	4338

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	30	35	36	42	46	25459
WESTBOUND	27	34	33	40	44	23956
TOTALS	29	34	34	41	45	49415

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	30 - 39 mph	15899	62%	116	0%
WESTBOUND	29 - 38 mph	14295	60%	36	0%
TOTALS	30 - 39 mph	30122	61%	152	0%

Prepared by National Data & Surveying Services

SPEED

Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday

Date: 8/26/2025

City: Sacramento

Project #: CA25_070193_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	1	3	17	12	7	2	0	0	0	0	43	0	2	5	3	9	34	21	4	3	1	0	0	0	82	0	2	6	4	12	51	33	11	5	1	0	0	0	125
0:15	0	0	1	2	5	7	7	7	3	0	0	0	0	32	0	0	1	1	7	17	12	8	0	0	0	0	0	46	0	0	2	3	12	24	19	15	3	0	0	0	0	78
0:30	0	0	0	2	5	10	10	7	2	0	1	0	0	37	0	0	2	0	5	16	12	6	0	0	0	0	0	41	0	0	2	2	10	26	22	13	2	0	1	0	0	78
0:45	0	0	0	1	7	7	10	6	2	0	0	0	0	33	0	2	3	2	10	14	6	1	0	0	0	0	0	38	0	2	3	3	17	21	16	7	2	0	0	0	0	71
1:00	0	0	0	3	3	8	8	2	0	0	0	0	0	24	0	2	1	4	6	13	5	3	0	0	0	0	0	34	0	2	1	7	9	21	13	5	0	0	0	0	0	58
1:15	0	0	1	0	5	3	11	4	2	0	1	0	0	27	0	0	1	2	5	9	6	2	0	0	0	0	0	25	0	0	2	2	10	12	17	6	2	0	1	0	0	52
1:30	0	0	0	3	1	8	9	6	2	0	0	0	0	29	0	0	0	1	2	14	7	3	0	0	0	0	0	27	0	0	0	4	3	22	16	9	2	0	0	0	0	56
1:45	0	0	2	1	2	5	6	4	0	1	0	0	0	21	1	3	0	2	1	8	7	1	0	0	0	0	0	23	1	3	2	3	3	13	13	5	0	1	0	0	0	44
2:00	0	0	0	3	6	9	8	2	1	0	0	0	0	29	0	1	1	1	5	7	4	2	2	0	0	0	0	23	0	1	1	4	11	16	12	4	3	0	0	0	0	52
2:15	0	0	0	0	2	5	9	2	2	0	0	0	0	20	0	1	0	0	2	8	5	1	0	0	0	0	0	17	0	1	0	0	4	13	14	3	2	0	0	0	0	37
2:30	0	0	0	1	2	4	4	2	0	0	0	0	0	13	0	0	0	2	10	6	3	1	0	1	0	0	0	23	0	0	0	3	12	10	7	3	0	1	0	0	0	36
2:45	0	0	0	1	3	2	5	3	0	0	0	0	0	14	0	0	0	1	2	8	5	3	0	0	0	0	0	19	0	0	0	2	5	10	10	6	0	0	0	0	0	33
3:00	0	0	0	0	2	3	7	3	0	0	0	0	0	15	0	0	0	1	3	8	8	0	0	0	0	0	0	20	0	0	0	1	5	11	15	3	0	0	0	0	0	35
3:15	0	0	0	0	2	6	8	1	0	0	0	0	0	17	0	0	0	1	4	9	3	3	2	0	0	0	0	22	0	0	0	1	6	15	11	4	2	0	0	0	0	39
3:30	0	0	2	1	2	5	3	5	1	0	0	0	0	19	0	1	0	0	4	7	3	4	0	0	0	0	0	19	0	1	2	1	6	12	6	9	1	0	0	0	0	38
3:45	0	0	0	1	1	7	8	3	2	0	1	0	0	23	0	0	1	1	7	6	3	1	0	0	0	0	0	19	0	0	1	2	8	13	11	4	2	0	1	0	0	42
4:00	0	0	1	2	6	5	8	6	3	0	0	0	0	31	0	0	0	0	6	12	9	2	2	0	0	0	0	31	0	0	1	2	12	17	17	8	5	0	0	0	0	62
4:15	0	0	1	2	3	6	10	3	3	0	0	0	0	28	0	1	2	2	2	10	8	4	0	0	0	0	0	29	0	1	3	4	5	16	18	7	3	0	0	0	0	57
4:30	0	0	0	0	1	8	22	17	5	3	0	0	0	56	0	0	3	3	4	19	12	2	1	1	0	0	0	45	0	0	3	3	5	27	34	19	6	4	0	0	0	101
4:45	0	0	0	2	6	12	22	17	6	5	0	0	0	70	0	1	0	1	13	14	12	4	0	0	0	0	0	45	0	1	0	3	19	26	34	21	6	5	0	0	0	115
5:00	0	0	2	1	4	7	14	10	2	2	0	0	0	42	0	0	1	1	10	17	7	7	2	0	0	0	0	45	0	0	3	2	14	24	21	17	4	2	0	0	0	87
5:15	0	0	0	4	8	28	34	16	6	0	1	0	0	97	0	0	1	1	5	21	17	4	3	0	0	0	0	52	0	0	1	5	13	49	51	20	9	0	1	0	0	149
5:30	0	1	1	1	8	35	44	24	5	8	1	0	0	128	0	0	1	0	18	34	31	7	0	0	0	0	0	91	0	1	2	1	26	69	75	31	5	8	1	0	0	219
5:45	0	0	0	2	2	14	48	48	24	6	2	0	0	146	0	0	0	1	14	36	19	6	3	0	0	0	0	79	0	0	0	3	16	50	67	54	27	6	2	0	0	225
6:00	0	0	0	3	23	30	31	25	11	1	0	0	0	124	0	1	2	6	13	46	23	6	2	1	0	0	0	100	0	1	2	9	36	76	54	31	13	2	0	0	0	224
6:15	0	0	2	2	16	43	50	20	10	3	0	0	0	146	0	0	3	1	18	50	36	10	3	0	0	0	0	121	0	0	5	3	34	93	86	30	13	3	0	0	0	267
6:30	0	1	0	10	24	62	65	24	9	1	0	0	0	196	0	0	1	1	17	72	59	13	6	1	1	0	0	171	0	1	1	11	41	134	124	37	15	2	1	0	0	367
6:45	0	1	2	14	71	81	59	27	6	3	2	0	0	266	0	2	3	3	26	102	63	16	3	0	0	0	0	218	0	3	5	17	97	183	122	43	9	3	2	0	0	484
7:00	1	0	4	21	41	74	66	32	7	1	1	0	0	248	0	1	3	13	45	87	45	13	3	1	0	0	0	211	1	1	7	34	86	161	111	45	10	2	1	0	0	459
7:15	0	1	5	37	81	109	93	30	16	8	0	0	0	380	0	3	13	16	62	104	58	20	1	0	0	0	0	277	0	4	18	53	143	213	151	50	17	8	0	0	0	657
7:30	0	1	1	26	159	154	82	27	4	1	0	0	0	455	4	4	22	36	90	119	66	13	5	0	0	0	0	359	4	5	23	62	249	273	148	40	9	1	0	0	0	814
7:45	0	0	2	20	108	113	100	44	13	2	0	0	0	402	0	3	3	31	100	136	81	17	1	0	0	0	0	372	0	3	5	51	208	249	181	61	14	2	0	0	0	774
8:00	0	0	6	23	93	122	104	37	6	2	0	0	0	393	0	4	10	27	94	132	55	12	3	0	0	0	0	337	0	4	16	50	187	254	159	49	9	2	0	0	0	730
8:15	0	1	4	43	188	218	80	13	2	0	0	0	0	549	0	1	3	27	78	129	52	11	2	0	0	0	0	303	0	2	7	70	266	347	132	24	4	0	0	0	0	852
8:30	1	3	5	32	149	187	73	21	2	1	0	0	0	474	0	0	5	16	106	129	56	13	4	1	0	0	0	330	1	3	10	48	255	316	129	34	6	2	0	0	0	804
8:45	0	1	2	48	134	154	71	22	4	1	0	0	0	437	1	2	6	29	81	109	43	6	0	0	0	0	0	277	1	3	8	77	215	263	114	28	4	1	0	0	0	714
9:00	0	0	1	29	78	134	66	20	7	0	0	0	0	335	0	2	4	12	102	125	39	2	2	1	0	0	0	289	0	2	5	41	180	259	105	22	9	1	0	0	0	624
9:15	0	0	5	51	146	138	68	18	5	0	0	0	0	431	0	3	11	36	68	82	31	6	0	0	0	0	0	237	0	3	16	87	214	220	99	24	5	0	0	0	0	668
9:30	0	0	14	74	197	67	38	7	2	0	0	0	0	399	0	0	6	28	102	101	32	7	0	1	0	0	0	277	0	0	20	102	299	168	70	14	2	1	0	0	0	676
9:45	0	0	5	39	125	107	69	14	7	0	0	0	0	366	0	1	5	20	103	64	39	15	0	0	0	0	0	247	0	1	10	59	228	171	108	29	7	0	0	0	0	613
10:00	0	0	16	54	138	99	27	4	2	0	0	0	0	340	0	3	5	50	102	81	20	11	0	1	0	0	0	273	0	3	21	104	240	180	47	15	2	1	0	0	0	613
10:15	0	0	9	40	113	94	48	20	7	1	0	0	0	332	0	3	9	31	101	88	26	1	0	0	0	0	0	259	0	3	18	71	214	182	74	21	7	1	0	0	0	591
10:30	0	1	4	53	129	110	41	5	1	2	0	0	0	346	0	5	20	51	105	97	28	6	0	0	0	0	0	312	0	6	24	104	234	207	69	11	1	2	0	0	0	658
10:45	0	0	14	51	138	123	38	5	1	0	0	0	0	370	0	4	26	57	109	83	34	7	1	1	0	0	0	322	0	4	40	108	247	206	72	12	2	1	0	0	0	692
11:00	0	1	14	98	131	51	26	7	0	0	1	0	0	329	0	4	7	63	126	81	22	1	1	0	0	0	0	305	0	5	21	161	257	132	48	8	1	0	1	0	0	634
11:15	0	1	13	99	164	63	31	12	1	0	0	0	0	384	0	4	14	53	128	114	28	1	0	0	0	0	0	342	0	5	27	152	292	177	59	13	1	0	0	0	0	726
11:30	0	2	10	77	175	93	30	5	0	0	0	0	0	392	0	9	17	65	142	82	27	2	0	0	0	0	0	344	0	11	27	142	317	175	57	7	0	0	0	0	0	736
11:45	0	9	32	112	160	81	11	5	0	0	0	0	0	410	1	9	37	82	141	65	24	11	0	0	0	0	0	370	1	18	69	194	301	146	35	16	0	0	0	0	0	780

Prepared by National Data & Surveying Services

SPEED

Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_004

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	12	103	170	75	26	7	4	1	0	0	0	398	0	6	29	95	145	85	28	6	2	0	0	0	0	396	0	6	41	198	315	160	54	13	6	1	0	0	0	794
12:15	0	3	20	84	136	106	32	5	2	0	0	0	0	388	3	17	61	119	137	70	15	6	0	0	0	0	0	428	3	20	81	203	273	176	47	11	2	0	0	0	0	816
12:30	0	1	8	149	230	83	11	1	1	0	0	0	0	484	0	10	40	114	157	76	24	6	1	0	0	0	0	428	0	11	48	263	387	159	35	7	2	0	0	0	0	912
12:45	0	0	15	87	182	115	37	11	0	0	0	0	0	447	0	4	47	82	132	74	27	5	0	0	0	0	0	371	0	4	62	169	314	189	64	16	0	0	0	0	0	818
13:00	0	1	20	145	196	64	19	2	0	0	0	0	0	447	1	8	26	106	166	80	21	4	0	0	0	0	0	412	1	9	46	251	362	144	40	6	0	0	0	0	0	859
13:15	0	2	4	74	136	127	50	17	1	1	0	0	0	412	1	11	44	71	155	87	17	4	0	1	0	0	0	391	1	13	48	145	291	214	67	21	1	2	0	0	0	803
13:30	0	0	7	52	152	115	44	10	4	1	0	0	0	385	8	14	61	130	137	74	17	3	0	0	0	0	0	444	8	14	68	182	289	189	61	13	4	1	0	0	0	829
13:45	0	1	21	83	148	105	50	7	2	1	0	0	0	418	0	10	35	97	154	86	32	5	2	0	0	0	0	421	0	11	56	180	302	191	82	12	4	1	0	0	0	839
14:00	6	4	20	103	153	88	40	8	1	0	0	0	0	423	0	7	31	102	117	62	20	3	1	0	1	0	0	344	6	11	51	205	270	150	60	11	2	0	1	0	0	767
14:15	0	0	5	86	147	96	63	17	3	0	0	0	0	417	5	12	48	115	161	69	23	9	0	0	0	0	0	442	5	12	53	201	308	165	86	26	3	0	0	0	0	859
14:30	0	0	9	60	150	140	40	10	3	0	0	0	0	412	11	10	31	104	170	83	26	2	1	0	0	0	0	438	11	10	40	164	320	223	66	12	4	0	0	0	0	850
14:45	1	0	24	100	177	112	40	16	2	0	0	0	0	472	0	7	29	106	169	100	27	3	1	1	0	0	0	443	1	7	53	206	346	212	67	19	3	1	0	0	0	915
15:00	0	2	11	57	167	171	52	12	3	0	0	0	0	475	5	10	50	118	139	74	20	7	0	0	0	0	0	423	5	12	61	175	306	245	72	19	3	0	0	0	0	898
15:15	0	0	11	97	171	113	45	11	1	0	0	0	0	449	0	11	60	122	198	75	20	4	1	0	0	0	0	491	0	11	71	219	369	188	65	15	2	0	0	0	0	940
15:30	0	0	14	66	166	134	51	6	0	0	1	0	0	438	9	13	52	154	144	86	24	3	0	0	0	0	0	485	9	13	66	220	310	220	75	9	0	0	1	0	0	923
15:45	0	0	18	112	183	139	47	14	0	0	0	0	0	513	21	41	76	114	176	82	19	2	0	0	0	0	0	531	21	41	94	226	359	221	66	16	0	0	0	0	0	1044
16:00	0	2	29	113	166	140	34	7	0	0	0	0	0	491	11	19	48	134	191	90	21	4	1	0	0	0	0	519	11	21	77	247	357	230	55	11	1	0	0	0	0	1010
16:15	0	0	10	135	178	123	43	6	1	0	0	0	0	496	1	10	59	146	169	93	25	1	1	0	0	0	0	505	1	10	69	281	347	216	68	7	2	0	0	0	0	1001
16:30	0	1	17	111	192	172	59	14	1	1	0	0	0	568	39	38	85	143	159	63	12	2	2	0	0	0	0	543	39	39	102	254	351	235	71	16	3	1	0	0	0	1111
16:45	0	0	6	93	199	139	50	15	1	0	0	0	0	503	19	21	56	154	175	55	23	4	1	0	0	0	0	508	19	21	62	247	374	194	73	19	2	0	0	0	0	1011
17:00	0	0	8	93	265	162	37	8	0	0	0	0	0	573	24	24	57	130	193	84	20	6	0	1	0	0	0	539	24	24	65	223	458	246	57	14	0	1	0	0	0	1112
17:15	0	2	9	83	227	189	69	15	1	0	0	0	0	595	27	49	78	135	141	57	20	2	0	0	0	0	0	509	27	51	87	218	368	246	89	17	1	0	0	0	0	1104
17:30	0	1	8	83	194	171	55	10	1	0	0	0	0	523	13	24	48	103	151	97	20	5	0	0	0	0	0	461	13	25	56	186	345	268	75	15	1	0	0	0	0	984
17:45	0	0	6	92	169	144	55	13	6	0	0	0	0	485	4	22	60	160	146	62	21	3	0	1	0	0	0	479	4	22	66	252	315	206	76	16	6	1	0	0	0	964
18:00	0	1	15	45	146	141	54	16	2	0	0	0	0	420	20	31	81	114	156	73	16	3	4	0	0	0	0	498	20	32	96	159	302	214	70	19	6	0	0	0	0	918
18:15	0	0	8	64	108	76	40	10	6	2	0	0	0	314	4	7	42	83	160	71	20	1	2	0	0	0	0	390	4	7	50	147	268	147	60	11	8	2	0	0	0	704
18:30	0	0	9	66	122	104	46	15	2	1	0	0	0	365	1	16	27	91	151	75	25	3	1	0	1	0	0	391	1	16	36	157	273	179	71	18	3	1	1	0	0	756
18:45	0	1	10	68	109	59	40	8	0	0	0	0	0	295	0	6	18	56	125	91	35	2	0	1	0	0	0	334	0	7	28	124	234	150	75	10	0	1	0	0	0	629
19:00	0	0	5	64	128	70	29	9	1	1	0	0	0	307	1	6	19	61	108	54	24	2	2	0	0	0	0	277	1	6	24	125	236	124	53	11	3	1	0	0	0	584
19:15	0	1	6	59	103	74	28	11	1	0	0	0	0	283	0	5	19	66	95	68	23	6	0	1	1	0	0	284	0	6	25	125	198	142	51	17	1	1	1	0	0	567
19:30	0	0	10	64	126	45	28	8	2	1	0	0	0	284	0	3	18	58	121	70	13	1	0	0	0	0	0	284	0	3	28	122	247	115	41	9	2	1	0	0	0	568
19:45	0	0	9	46	91	62	21	7	1	0	0	0	0	237	1	4	29	66	105	57	25	5	0	0	0	0	0	292	1	4	38	112	196	119	46	12	1	0	0	0	0	529
20:00	0	0	14	85	98	53	21	9	3	0	0	0	0	283	0	4	17	33	102	82	19	4	0	0	1	0	0	262	0	4	31	118	200	135	40	13	3	0	1	0	0	545
20:15	0	0	12	29	71	47	21	10	1	0	0	0	0	191	0	5	21	43	102	93	17	2	0	0	0	0	0	283	0	5	33	72	173	140	38	12	1	0	0	0	0	474
20:30	0	0	6	51	80	44	20	3	2	1	0	0	0	207	0	1	18	32	83	88	29	4	1	1	0	0	0	257	0	1	24	83	163	132	49	7	3	2	0	0	0	464
20:45	0	0	4	35	58	47	19	2	1	0	0	0	0	166	0	4	10	14	96	84	28	3	2	0	0	0	0	241	0	4	14	49	154	131	47	5	3	0	0	0	0	407
21:00	0	1	4	17	66	55	18	14	1	0	0	0	0	176	0	0	12	17	65	77	33	3	0	0	0	0	0	207	0	1	16	34	131	132	51	17	1	0	0	0	0	383
21:15	0	0	3	27	63	49	36	5	1	1	0	0	0	185	0	4	7	17	86	63	15	2	3	0	0	0	0	197	0	4	10	44	149	112	51	7	4	1	0	0	0	382
21:30	0	0	1	29	47	45	20	7	0	0	0	0	0	149	0	3	6	25	51	69	29	10	0	0	0	0	0	193	0	3	7	54	98	114	49	17	0	0	0	0	0	342
21:45	0	0	2	14	45	36	28	8	1	0	0	0	0	134	0	2	5	23	54	52	18	5	0	0	0	0	0	159	0	2	7	37	99	88	46	13	1	0	0	0	0	293
22:00	0	0	5	20	39	50	22	8	4	1	1	0	0	150	0	5	9	8	39	67	29	8	1	0	0	0	0	166	0	5	14	28	78	117	51	16	5	1	1	0	0	316
22:15	0	0	1	10	36	37	22	15	4	1	0	0	0	126	0	3	4	7	36	58	19	6	2	0	0	0	0	135	0	3	5	17	72	95	41	21	6	1	0	0	0	261
22:30	0	0	0	7	13	34	39	20	3	0	3	0	0	119	0	0	4	3	28	47	32	6	4	1	0	0	0	125	0	0	4	10	41	81	71	26	7	1	3	0	0	244
22:45	0	0	2	10	16	25	22	16	3	1	0	0	0	95	0	0	2	6	27	44	24	6	0	0	0	0	0	109	0	0	4	16	43	69	46	22	3	1	0	0	0	204
23:00	0	0	0	3	14	20	20	8	0	1	0	0	0	66	0	1	5	4	19	44	25	9	2	1	0	0	0	110	0	1	5	7	33	64	45	17	2	2	0	0	0	176
23:15	0	0	1	10	15	20	21	6	0	1	0	0	0	74	0	0	2	4	18	37	14	7	0	0	0	0	0	82	0	0	3	14	33	57	35	13	0	1	0	0	0	156
23:30	0	0	0	4	4	21	17	16	5	1	0	0	0	68	0	0	2	4	19	47	21	15	1	0	0	0	0	109	0	0	2	8	23	68	38	31	6	1	0	0	0	177
23:45	0	0	2	3	6	12	19	10	3	0	0	0	0	55	0	2	5	3	12	26	16	6	1	1	0	0	0	72	0	2	7	6	18	38	35	16	4	1	0	0	0	127
Totals	9	48	623	4,181	8,728	6,977	3,394	1,132	281	70	16	0	0	25,459	236	592	1,851	4,477	7,853	6,026	2,283	517	95	21	5	0	0	23,956	245	640	2,474	8,658	16,581	13,003	5,677	1,649	376	91	21	0	0	49,415
% of Totals	0%	0%	2%	16%	34%	27%	13%	4%	1%	0%	0%	0%	0%	100%	1%	2%	8%	19%	33%	25%	10%	2%	0%	0%	0%	0%	0%	100%	0%	1%	5%	18%	34%	26%	11%	3%	1%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Arden Wy E/O Arden Fair Transit Ctr/Challenge Way

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	25,459	23,956	49,415

DAILY TOTALS

15-Minutes Interval

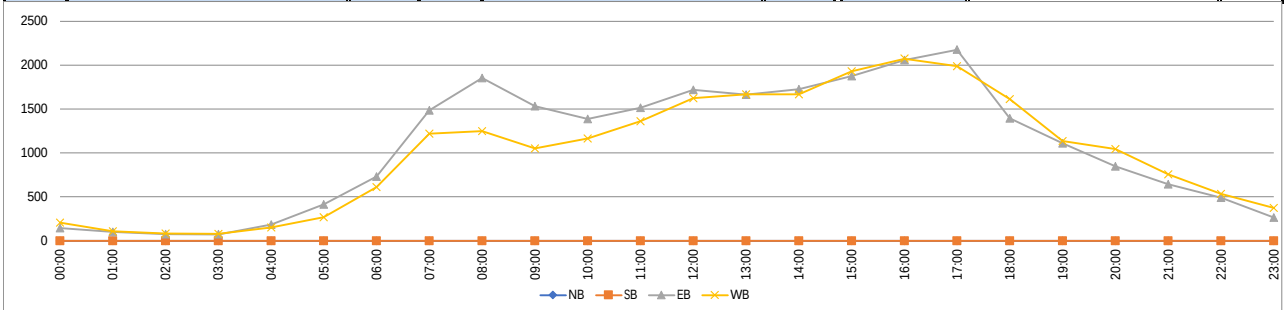
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			43	82	125	12:00			398	396	794
0:15			32	46	78	12:15			388	428	816
0:30			37	41	78	12:30			484	428	912
0:45			33	38	71	12:45			447	371	818
1:00			24	34	58	13:00			447	412	859
1:15			27	25	52	13:15			412	391	803
1:30			29	27	56	13:30			385	444	829
1:45			21	23	44	13:45			418	421	839
2:00			29	23	52	14:00			423	344	767
2:15			20	17	37	14:15			417	442	859
2:30			13	23	36	14:30			412	438	850
2:45			14	19	33	14:45			472	443	915
3:00			15	20	35	15:00			475	423	898
3:15			17	22	39	15:15			449	491	940
3:30			19	19	38	15:30			438	485	923
3:45			23	19	42	15:45			513	531	1044
4:00			31	31	62	16:00			491	519	1010
4:15			28	29	57	16:15			496	505	1001
4:30			56	45	101	16:30			568	543	1111
4:45			70	45	115	16:45			503	508	1011
5:00			42	45	87	17:00			573	539	1112
5:15			97	52	149	17:15			595	509	1104
5:30			128	91	219	17:30			523	461	984
5:45			146	79	225	17:45			485	479	964
6:00			124	100	224	18:00			420	498	918
6:15			146	121	267	18:15			314	390	704
6:30			196	171	367	18:30			365	391	756
6:45			266	218	484	18:45			295	334	629
7:00			248	211	459	19:00			307	277	584
7:15			380	277	657	19:15			283	284	567
7:30			455	359	814	19:30			284	284	568
7:45			402	372	774	19:45			237	292	529
8:00			393	337	730	20:00			283	262	545
8:15			549	303	852	20:15			191	283	474
8:30			474	330	804	20:30			207	257	464
8:45			437	277	714	20:45			166	241	407
9:00			335	289	624	21:00			176	207	383
9:15			431	237	668	21:15			185	197	382
9:30			399	277	676	21:30			149	193	342
9:45			366	247	613	21:45			134	159	293
10:00			340	273	613	22:00			150	166	316
10:15			332	259	591	22:15			126	135	261
10:30			346	312	658	22:30			119	125	244
10:45			370	322	692	22:45			95	109	204
11:00			329	305	634	23:00			66	110	176
11:15			384	342	726	23:15			74	82	156
11:30			392	344	736	23:30			68	109	177
11:45			410	370	780	23:45			55	72	127
TOTALS	0	0	9498	7548	17046	TOTALS	0	0	15961	16408	32369
SPLIT %	0%	0%	56%	44%	34%	SPLIT %	0%	0%	49%	51%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			145	207	352
01:00	02:00			101	109	210
02:00	03:00			76	82	158
03:00	04:00			74	80	154
04:00	05:00			185	150	335
05:00	06:00			413	267	680
06:00	07:00			732	610	1342
07:00	08:00			1485	1219	2704
08:00	09:00			1853	1247	3100
09:00	10:00			1531	1050	2581
10:00	11:00			1388	1166	2554
11:00	12:00			1515	1361	2876
12:00	13:00			1717	1623	3340
13:00	14:00			1662	1668	3330
14:00	15:00			1724	1667	3391
15:00	16:00			1875	1930	3805
16:00	17:00			2058	2075	4133
17:00	18:00			2176	1988	4164
18:00	19:00			1394	1613	3007
19:00	20:00			1111	1137	2248
20:00	21:00			847	1043	1890
21:00	22:00			644	756	1400
22:00	23:00			490	535	1025
23:00	00:00			263	373	636

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			9498	7548	17046
Peak Hour			8:00	7:30	7:30
Peak Volume			1853	1371	3170
Peak Hour Factor			0.844	0.921	0.930
Peak Period	12:00	to	00:00		
Volume			15961	16408	32369
Peak Hour			16:30	16:30	16:30
Peak Volume			2239	2099	4338
Peak Hour Factor			0.941	0.966	0.975
Peak Period	07:00	to	09:00		
Volume			3338	2466	5804
Peak Hour			8:00	7:30	7:30
Peak Volume			1853	1371	3170
Peak Hour Factor			0.844	0.921	0.930
Peak Period	16:00	to	18:00		
Volume			4234	4063	8297
Peak Hour			16:30	16:30	16:30
Peak Volume			2239	2099	4338
Peak Hour Factor			0.941	0.966	0.975



Prepared by National Data & Surveying Services

SPEED

Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_005

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	8	6	5	0	0	0	0	0	0	0	20	1	0	0	5	6	4	1	1	0	0	0	0	0	18	1	0	1	13	12	9	1	1	0	0	0	0	0	38
1:00	0	0	3	2	5	1	0	0	0	0	0	0	0	11	0	0	0	1	4	0	0	1	0	0	0	0	0	6	0	0	3	3	9	1	0	1	0	0	0	0	0	17
2:00	1	0	1	5	2	2	0	0	0	0	0	0	0	11	0	0	0	2	4	2	0	0	0	0	0	0	0	8	1	0	1	7	6	4	0	0	0	0	0	0	0	19
3:00	1	0	0	2	5	1	1	0	0	0	0	0	0	10	0	0	0	1	1	3	0	0	0	0	0	0	0	5	1	0	0	3	6	4	1	0	0	0	0	0	0	15
4:00	0	0	0	2	9	3	2	1	0	0	0	0	0	17	0	0	1	3	2	2	1	1	1	0	0	0	0	11	0	0	1	5	11	5	3	2	1	0	0	0	0	28
5:00	0	0	8	8	19	8	1	0	0	0	0	0	0	44	0	0	2	2	13	16	6	1	0	0	0	0	0	40	0	0	10	10	32	24	7	1	0	0	0	0	0	84
6:00	0	1	21	41	34	28	3	1	0	0	0	0	0	129	0	1	3	15	38	55	24	6	1	0	0	0	0	143	0	2	24	56	72	83	27	7	1	0	0	0	0	272
7:00	0	1	37	89	61	32	9	4	0	0	0	0	0	233	0	3	9	34	131	208	84	11	0	0	0	0	0	480	0	4	46	123	192	240	93	15	0	0	0	0	0	713
8:00	0	2	67	69	61	24	3	1	0	0	0	0	0	227	5	1	15	47	192	189	92	17	3	0	0	0	0	561	5	3	82	116	253	213	95	18	3	0	0	0	0	788
9:00	0	0	25	42	58	23	5	3	0	0	0	0	0	156	0	0	3	38	116	88	44	3	0	0	0	0	0	292	0	0	28	80	174	111	49	6	0	0	0	0	0	448
10:00	0	0	15	34	49	32	2	0	0	0	0	0	0	132	0	1	5	30	76	41	13	3	0	0	0	0	0	169	0	1	20	64	125	73	15	3	0	0	0	0	0	301
11:00	1	1	22	44	70	42	3	0	0	0	0	0	0	183	0	0	7	41	101	44	13	3	0	0	0	0	0	209	1	1	29	85	171	86	16	3	0	0	0	0	0	392
12:00	0	1	45	51	72	51	9	2	0	0	0	0	0	231	0	1	8	54	92	52	16	1	1	0	0	0	0	225	0	2	53	105	164	103	25	3	1	0	0	0	0	456
13:00	1	4	32	34	63	34	6	2	0	0	0	0	0	176	4	1	8	43	78	50	14	5	2	0	0	0	0	205	5	5	40	77	141	84	20	7	2	0	0	0	0	381
14:00	1	1	12	37	75	44	10	2	0	0	0	0	0	182	0	4	7	41	111	68	22	8	0	0	0	0	0	261	1	5	19	78	186	112	32	10	0	0	0	0	0	443
15:00	0	0	16	32	83	58	12	4	1	0	0	0	0	206	0	0	9	50	116	108	23	3	0	0	0	0	0	309	0	0	25	82	199	166	35	7	1	0	0	0	0	515
16:00	0	0	8	34	123	105	22	3	0	0	0	0	0	295	0	3	10	86	143	99	25	4	0	0	0	0	0	370	0	3	18	120	266	204	47	7	0	0	0	0	0	665
17:00	0	0	7	36	148	110	24	3	1	0	0	0	0	329	16	10	29	93	125	75	31	2	0	0	0	0	0	381	16	10	36	129	273	185	55	5	1	0	0	0	0	710
18:00	0	0	8	19	45	49	8	1	0	0	0	0	0	130	0	1	2	28	55	31	18	3	1	0	0	0	0	139	0	1	10	47	100	80	26	4	1	0	0	0	0	269
19:00	0	0	4	19	33	18	9	0	0	0	0	0	0	83	0	1	4	14	31	31	12	1	1	0	0	0	0	95	0	1	8	33	64	49	21	1	1	0	0	0	0	178
20:00	0	1	6	18	35	10	5	0	0	0	0	0	0	75	0	1	4	14	27	8	6	0	0	0	0	0	0	60	0	2	10	32	62	18	11	0	0	0	0	0	0	135
21:00	0	0	1	10	28	4	1	0	0	0	0	0	0	44	0	1	5	15	16	10	3	0	0	0	0	0	0	50	0	1	6	25	44	14	4	0	0	0	0	0	0	94
22:00	0	0	4	8	18	9	0	0	0	0	0	0	0	39	1	1	1	13	14	4	2	0	0	0	0	0	0	36	1	1	5	21	32	13	2	0	0	0	0	0	0	75
23:00	0	0	1	5	9	6	1	0	0	0	0	0	0	22	0	0	4	8	7	1	0	0	0	0	0	0	0	20	0	0	5	13	16	7	1	0	0	0	0	0	0	42
Totals	5	12	344	649	1,111	699	136	27	2	0	0	0	0	2,985	27	30	136	678	1,499	1,189	450	74	10	0	0	0	0	4,093	32	42	480	1,327	2,610	1,888	586	101	12	0	0	0	0	7,078
% of Totals	0%	0%	12%	22%	37%	23%	5%	1%	0%					100%	1%	1%	3%	17%	37%	29%	11%	2%	0%					100%	0%	1%	7%	19%	37%	27%	8%	1%	0%					100%

STATISTICS

00:00 - 12:00	3	5	200	346	379	201	29	10	0	0	0	0	0	1173	6	6	45	219	684	652	278	47	5	0	0	0	0	1942	9	11	245	565	1063	853	307	57	5	0	0	0	0	3115
%	0%	0%	7%	12%	13%	7%	1%	0%	0%	0%	0%	0%	0%	39%	0%	0%	2%	7%	23%	22%	9%	2%	0%	0%	0%	0%	0%	65%	0%	0%	8%	19%	36%	29%	10%	2%	0%	0%	0%	0%	0%	104%
Peak Hour	1:30	7:15	8:00	7:30	11:30	11:45	7:00	7:15	0:00	0:00	0:00	0:00	0:00	7:30	7:15	7:15	7:45	11:30	7:45	7:30	8:00	8:00	8:00	0:00	0:00	0:00	0:00	7:30	7:15	7:15	7:45	7:30	7:45	7:30	7:45	7:30	8:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	2	67	92	73	53	9	5	0	0	0	0	0	249	5	4	18	58	215	238	92	17	3	0	0	0	0	620	5	6	82	144	270	265	97	18	3	0	0	0	0	869
12:00 - 24:00	2	7	144	303	732	498	107	17	2	0	0	0	0	1812	21	24	91	459	815	537	172	27	5	0	0	0	0	2151	23	31	235	762	1547	1035	279	44	7	0	0	0	0	3963
%	0%	0%	5%	10%	25%	17%	4%	1%	0%	0%	0%	0%	0%	61%	1%	1%	3%	15%	27%	18%	6%	1%	0%	0%	0%	0%	0%	72%	1%	1%	8%	26%	52%	35%	9%	1%	0%	0%	0%	0%	0%	133%
Peak Hour	13:00	13:15	12:30	12:15	16:45	16:30	16:30	15:30	14:45	12:00	12:00	12:00	12:00	16:30	16:15	16:15	16:45	16:45	16:30	15:00	17:00	14:00	12:15	12:00	12:00	12:00	12:00	16:30	16:15	16:15	12:45	16:45	16:30	16:30	16:30	14:00	12:15	12:00	12:00	12:00	12:00	16:30
Peak Volume	1	5	48	52	160	117	32	6	1	0	0	0	0	359	16	12	32	105	160	108	31	8	2	0	0	0	0	451	16	12	61	144	318	222	58	10	2	0	0	0	0	810
07:00 - 09:00	0	3	104	158	122	56	12	5	0	0	0	0	0	460	5	4	24	81	323	397	176	28	3	0	0	0	0	1041	5	7	129	239	445	453	188	33	3	0	0	0	0	1501
%	0%	0%	3%	5%	4%	2%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	1%	3%	11%	13%	6%	1%	0%	0%	0%	0%	0%	35%	0%	0%	4%	8%	15%	15%	6%	1%	0%	0%	0%	0%	0%	50%
Peak Hour	7:00	7:15	8:00	7:30	7:30	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:15	7:45	7:30	7:45	7:30	8:00	8:00	8:00	7:00	7:00	7:00	7:00	7:30	7:15	7:15	7:45	7:30	7:45	7:30	7:45	7:30	8:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	2	67	92	62	32	9	5	0	0	0	0	0	249	5	4	18	52	215	238	92	17	3	0	0	0	0	620	5	6	82	144	270	265	97	18	3	0	0	0	0	869
16:00 - 18:00	0	0	15	70	271	215	46	6	1	0	0	0	0	624	16	13	39	179	268	174	56	6	0	0	0	0	0	751	16	13	54	249	539	389	102	12	1	0	0	0	0	1375
%	0%	0%	1%	2%	9%	7%	2%	0%	0%	0%	0%	0%	0%	21%	1%	0%	1%	6%	9%	6%	2%	0%	0%	0%	0%	0%	0%	25%	1%	0%	2%	8%	18%	13%	3%	0%	0%	0%	0%	0%	0%	46%
Peak Hour	16:00	16:00	16:00	16:15	16:45	16:30	16:30	16:15	16:30	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:45	16:45	16:30	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:30	16:45	16:30	16:30	16:30	16:15	16:30	16:00	16:00	16:00	16:00	16:30
Peak Volume	0	0	8	40	160	117	32	5	1	0	0	0	0	359	16	12	32	105	160	105	31	4	0	0	0	0	0	451	16	12	38	144	318	222	58	8	1	0	0	0	0	810

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	26	33	32	38	41	2985
SOUTHBOUND	29	35	34	40	43	4093
TOTALS	28	34	34	39	43	7078

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	29 - 38 mph	1875	63%	0	0%
SOUTHBOUND	30 - 39 mph	2689	66%	0	0%
TOTALS	30 - 39 mph	4555	64%	0	0%

Prepared by National Data & Surveying Services

SPEED

Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	3	2	1	0	0	0	0	0	0	0	6	0	0	0	4	3	2	0	0	0	0	0	0	0	9
0:15	0	0	1	1	3	3	0	0	0	0	0	0	0	8	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	1	2	5	4	0	0	0	0	0	0	0	12
0:30	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	1	0	0	0	0	0	0	4	1	0	0	2	0	2	1	0	0	0	0	0	0	6
0:45	0	0	0	4	2	1	0	0	0	0	0	0	0	7	0	0	0	1	2	0	0	1	0	0	0	0	0	4	0	0	0	5	4	1	0	1	0	0	0	0	0	11
1:00	0	0	1	1	2	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	1	0	0	0	0	0	4	0	0	1	1	5	0	0	1	0	0	0	0	0	8
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
1:30	0	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	0	0	0	4
1:45	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5	0	0	0	1	2	2	0	0	0	0	0	0	0	5
2:15	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
2:30	0	0	1	4	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	5	1	0	0	0	0	0	0	0	7
2:45	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	0	0	0	0	5
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	3
3:15	0	0	0	1	2	1	1	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	1	1	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45	1	0	0	1	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	2	1	0	0	0	0	0	0	0	5
4:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	0	1	0	0	0	0	0	6	0	0	0	1	1	2	2	0	1	0	0	0	0	7
4:30	0	0	0	1	5	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	5	2	0	0	1	0	0	0	9
4:45	0	0	0	1	3	1	1	1	0	0	0	0	0	7	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0	0	0	0	2	4	1	2	1	0	0	0	0	10
5:00	0	0	1	2	7	3	1	0	0	0	0	0	0	14	0	0	1	0	3	5	0	0	0	0	0	0	0	9	0	0	2	2	10	8	1	0	0	0	0	0	0	23
5:15	0	0	0	1	3	0	0	0	0	0	0	0	0	4	0	0	0	2	2	2	1	1	0	0	0	0	0	8	0	0	0	3	5	2	1	1	0	0	0	0	0	12
5:30	0	0	1	3	2	1	0	0	0	0	0	0	0	7	0	0	1	0	5	4	2	0	0	0	0	0	0	12	0	0	2	3	7	5	2	0	0	0	0	0	0	19
5:45	0	0	6	2	7	4	0	0	0	0	0	0	0	19	0	0	0	0	3	5	3	0	0	0	0	0	0	11	0	0	6	2	10	9	3	0	0	0	0	0	0	30
6:00	0	1	1	3	4	2	0	0	0	0	0	0	0	11	0	1	0	2	6	3	6	2	0	0	0	0	0	20	0	2	1	5	10	5	6	2	0	0	0	0	0	31
6:15	0	0	5	5	6	6	0	0	0	0	0	0	0	22	0	0	1	1	8	9	2	1	0	0	0	0	0	22	0	0	6	6	14	15	2	1	0	0	0	0	0	44
6:30	0	0	3	12	8	5	1	1	0	0	0	0	0	30	0	0	0	5	10	9	6	1	1	0	0	0	0	32	0	0	3	17	18	14	7	2	1	0	0	0	0	62
6:45	0	0	12	21	16	15	2	0	0	0	0	0	0	66	0	0	2	7	14	34	10	2	0	0	0	0	0	69	0	0	14	28	30	49	12	2	0	0	0	0	0	135
7:00	0	0	13	20	17	9	2	0	0	0	0	0	0	61	0	0	1	3	13	26	21	4	0	0	0	0	0	68	0	0	14	23	30	35	23	4	0	0	0	0	0	129
7:15	0	0	8	19	10	6	2	1	0	0	0	0	0	46	0	1	3	11	24	46	20	2	0	0	0	0	0	107	0	1	11	30	34	52	22	3	0	0	0	0	0	153
7:30	0	0	6	13	20	7	2	0	0	0	0	0	0	48	0	1	2	12	42	66	21	4	0	0	0	0	0	148	0	1	8	25	62	73	23	4	0	0	0	0	0	196
7:45	0	1	10	37	14	10	3	3	0	0	0	0	0	78	0	1	3	8	52	70	22	1	0	0	0	0	0	157	0	2	13	45	66	80	25	4	0	0	0	0	0	235
8:00	0	1	14	17	15	5	2	1	0	0	0	0	0	55	5	1	9	16	57	51	22	2	0	0	0	0	0	163	5	2	23	33	72	56	24	3	0	0	0	0	0	218
8:15	0	0	25	25	13	5	0	0	0	0	0	0	0	68	0	0	2	16	51	51	23	7	2	0	0	0	0	152	0	0	27	41	64	56	23	7	2	0	0	0	0	220
8:30	0	0	15	13	13	5	1	0	0	0	0	0	0	47	0	0	4	9	55	43	24	3	0	0	0	0	0	138	0	0	19	22	68	48	25	3	0	0	0	0	0	185
8:45	0	1	13	14	20	9	0	0	0	0	0	0	0	57	0	0	0	6	29	44	23	5	1	0	0	0	0	108	0	1	13	20	49	53	23	5	1	0	0	0	0	165
9:00	0	0	6	9	11	1	1	1	0	0	0	0	0	29	0	0	0	14	46	37	14	0	0	0	0	0	0	111	0	0	6	23	57	38	15	1	0	0	0	0	0	140
9:15	0	0	10	13	11	4	2	1	0	0	0	0	0	41	0	0	0	11	29	20	13	2	0	0	0	0	0	75	0	0	10	24	40	24	15	3	0	0	0	0	0	116
9:30	0	0	6	9	22	11	2	1	0	0	0	0	0	51	0	0	1	5	20	14	9	1	0	0	0	0	0	50	0	0	7	14	42	25	11	2	0	0	0	0	0	101
9:45	0	0	3	11	14	7	0	0	0	0	0	0	0	35	0	0	2	8	21	17	8	0	0	0	0	0	0	56	0	0	5	19	35	24	8	0	0	0	0	0	0	91
10:00	0	0	6	13	9	10	1	0	0	0	0	0	0	39	0	0	0	7	23	11	2	1	0	0	0	0	0	44	0	0	6	20	32	21	3	1	0	0	0	0	0	83
10:15	0	0	4	2	15	3	0	0	0	0	0	0	0	24	0	1	2	8	20	10	3	2	0	0	0	0	0	46	0	1	6	10	35	13	3	2	0	0	0	0	0	70
10:30	0	0	3	8	10	6	0	0	0	0	0	0	0	27	0	0	2	6	21	11	6	0	0	0	0	0	0	46	0	0	5	14	31	17	6	0	0	0	0	0	0	73
10:45	0	0	2	11	15	13	1	0	0	0	0	0	0	42	0	0	1	9	12	9	2	0	0	0	0	0	0	33	0	0	3	20	27	22	3	0	0	0	0	0	0	75
11:00	0	0	5	10	23	6	1	0	0	0	0	0	0	45	0	0	1	11	25	14	2	2	0	0	0	0	0	55	0	0	6	21	48	20	3	2	0	0	0	0	0	100
11:15	0	1	1	10	12	11	1	0	0	0	0	0	0	36	0	0	4	9	30	9	4	1	0	0	0	0	0	57	0	1	5	19	42	20	5	1	0	0	0	0	0	93
11:30	0	0	6	11	21	10	1	0	0	0	0	0	0	49	0	0	1	10	20	9	3	0	0	0	0	0	0	43	0	0	7	21	41	19	4	0	0	0	0	0	0	92
11:45	1	0	10	13	14	15	0	0	0	0	0	0	0	53	0	0	1	11	26	12	4	0	0	0	0	0	0	54	1	0	11	24	40	27	4	0	0	0	0	0	0	107

Prepared by National Data & Surveying Services

SPEED

Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_005

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	1	6	7	16	12	1	0	0	0	0	0	0	43	0	0	2	17	30	12	3	0	0	0	0	0	0	64	0	1	8	24	46	24	4	0	0	0	0	0	0	107
12:15	0	0	9	8	22	11	2	0	0	0	0	0	0	52	0	0	1	20	13	12	6	1	1	0	0	0	0	54	0	0	10	28	35	23	8	1	1	0	0	0	0	106
12:30	0	0	8	19	17	15	3	0	0	0	0	0	0	62	0	0	0	6	27	16	4	0	0	0	0	0	0	53	0	0	8	25	44	31	7	0	0	0	0	0	0	115
12:45	0	0	22	17	17	13	3	2	0	0	0	0	0	74	0	1	5	11	22	12	3	0	0	0	0	0	0	54	0	1	27	28	39	25	6	2	0	0	0	0	0	128
13:00	0	0	8	8	14	11	1	1	0	0	0	0	0	43	0	1	1	10	25	16	4	1	1	0	0	0	0	59	0	1	9	18	39	27	5	2	1	0	0	0	0	102
13:15	0	1	10	7	19	12	2	0	0	0	0	0	0	51	0	0	4	8	22	8	2	2	1	0	0	0	0	47	0	1	14	15	41	20	4	2	1	0	0	0	0	98
13:30	0	0	8	10	19	2	3	1	0	0	0	0	0	43	2	0	3	16	19	13	5	1	0	0	0	0	0	59	2	0	11	26	38	15	8	2	0	0	0	0	0	102
13:45	1	3	6	9	11	9	0	0	0	0	0	0	0	39	2	0	0	9	12	13	3	1	0	0	0	0	0	40	3	3	6	18	23	22	3	1	0	0	0	0	0	79
14:00	0	1	2	12	14	11	0	1	0	0	0	0	0	41	0	1	2	5	16	12	4	1	0	0	0	0	0	41	0	2	4	17	30	23	4	2	0	0	0	0	0	82
14:15	0	0	1	10	15	12	4	0	0	0	0	0	0	42	0	0	1	11	17	10	4	2	0	0	0	0	0	45	0	0	2	21	32	22	8	2	0	0	0	0	0	87
14:30	0	0	5	5	24	9	3	0	0	0	0	0	0	46	0	2	2	12	39	25	7	3	0	0	0	0	0	90	0	2	7	17	63	34	10	3	0	0	0	0	0	136
14:45	1	0	4	10	22	12	3	1	0	0	0	0	0	53	0	1	2	13	39	21	7	2	0	0	0	0	0	85	1	1	6	23	61	33	10	3	0	0	0	0	0	138
15:00	0	0	5	9	31	15	3	0	0	0	0	0	0	63	0	0	6	10	29	34	5	0	0	0	0	0	0	84	0	0	11	19	60	49	8	0	0	0	0	0	0	147
15:15	0	0	5	8	20	4	3	0	0	0	0	0	0	40	0	0	1	11	31	27	6	1	0	0	0	0	0	77	0	0	6	19	51	31	9	1	0	0	0	0	0	117
15:30	0	0	2	4	17	19	2	2	1	0	0	0	0	47	0	0	1	17	30	25	7	0	0	0	0	0	0	80	0	0	3	21	47	44	9	2	1	0	0	0	0	127
15:45	0	0	4	11	15	20	4	2	0	0	0	0	0	56	0	0	1	12	26	22	5	2	0	0	0	0	0	68	0	0	5	23	41	42	9	4	0	0	0	0	0	124
16:00	0	0	2	9	24	31	7	1	0	0	0	0	0	74	0	1	0	29	35	20	10	1	0	0	0	0	0	96	0	1	2	38	59	51	17	2	0	0	0	0	0	170
16:15	0	0	2	7	25	23	4	1	0	0	0	0	0	62	0	0	0	10	32	18	5	1	0	0	0	0	0	66	0	0	2	17	57	41	9	2	0	0	0	0	0	128
16:30	0	0	3	8	34	27	5	0	0	0	0	0	0	77	0	1	3	23	42	34	6	2	0	0	0	0	0	111	0	1	6	31	76	61	11	2	0	0	0	0	0	188
16:45	0	0	1	10	40	24	6	1	0	0	0	0	0	82	0	1	7	24	34	27	4	0	0	0	0	0	0	97	0	1	8	34	74	51	10	1	0	0	0	0	0	179
17:00	0	0	1	15	54	39	10	3	0	0	0	0	0	122	16	10	17	32	46	20	10	0	0	0	0	0	0	151	16	10	18	47	100	59	20	3	0	0	0	0	0	273
17:15	0	0	3	6	30	27	11	0	1	0	0	0	0	78	0	0	3	21	38	24	6	0	0	0	0	0	0	92	0	0	6	27	68	51	17	0	1	0	0	0	0	170
17:30	0	0	1	8	36	21	2	0	0	0	0	0	0	68	0	0	5	28	25	15	7	1	0	0	0	0	0	81	0	0	6	36	61	36	9	1	0	0	0	0	0	149
17:45	0	0	2	7	28	23	1	0	0	0	0	0	0	61	0	0	4	12	16	16	8	1	0	0	0	0	0	57	0	0	6	19	44	39	9	1	0	0	0	0	0	118
18:00	0	0	1	7	16	18	2	1	0	0	0	0	0	45	0	0	0	12	11	12	7	1	0	0	0	0	0	43	0	0	1	19	27	30	9	2	0	0	0	0	0	88
18:15	0	0	2	2	12	16	3	0	0	0	0	0	0	35	0	0	0	7	12	10	6	0	1	0	0	0	0	36	0	0	2	9	24	26	9	0	1	0	0	0	0	71
18:30	0	0	1	3	9	8	1	0	0	0	0	0	0	22	0	0	1	3	15	2	5	0	0	0	0	0	0	26	0	0	2	6	24	10	6	0	0	0	0	0	0	48
18:45	0	0	4	7	8	7	2	0	0	0	0	0	0	28	0	1	1	6	17	7	0	2	0	0	0	0	0	34	0	1	5	13	25	14	2	2	0	0	0	0	0	62
19:00	0	0	1	4	3	6	1	0	0	0	0	0	0	15	0	0	1	4	14	12	2	0	1	0	0	0	0	34	0	0	2	8	17	18	3	0	1	0	0	0	0	49
19:15	0	0	0	2	14	5	4	0	0	0	0	0	0	25	0	0	3	3	5	8	3	1	0	0	0	0	0	23	0	0	3	5	19	13	7	1	0	0	0	0	0	48
19:30	0	0	1	9	10	4	3	0	0	0	0	0	0	27	0	0	0	5	6	3	2	0	0	0	0	0	0	16	0	0	1	14	16	7	5	0	0	0	0	0	0	43
19:45	0	0	2	4	6	3	1	0	0	0	0	0	0	16	0	1	0	2	6	8	5	0	0	0	0	0	0	22	0	1	2	6	12	11	6	0	0	0	0	0	0	38
20:00	0	0	3	6	8	4	1	0	0	0	0	0	0	22	0	1	2	6	2	7	2	0	0	0	0	0	0	20	0	1	5	12	10	11	3	0	0	0	0	0	0	42
20:15	0	1	0	3	11	4	1	0	0	0	0	0	0	20	0	0	1	3	10	0	3	0	0	0	0	0	0	17	0	1	1	6	21	4	4	0	0	0	0	0	0	37
20:30	0	0	3	6	7	1	1	0	0	0	0	0	0	18	0	0	1	3	10	1	1	0	0	0	0	0	0	16	0	0	4	9	17	2	2	0	0	0	0	0	0	34
20:45	0	0	0	3	9	1	2	0	0	0	0	0	0	15	0	0	0	2	5	0	0	0	0	0	0	0	0	7	0	0	0	5	14	1	2	0	0	0	0	0	0	22
21:00	0	0	0	3	8	1	0	0	0	0	0	0	0	12	0	0	1	4	5	2	1	0	0	0	0	0	0	13	0	0	1	7	13	3	1	0	0	0	0	0	0	25
21:15	0	0	0	1	8	1	0	0	0	0	0	0	0	10	0	0	0	5	6	2	2	0	0	0	0	0	0	15	0	0	0	6	14	3	2	0	0	0	0	0	0	25
21:30	0	0	0	0	9	2	0	0	0	0	0	0	0	11	0	0	1	1	3	4	0	0	0	0	0	0	0	9	0	0	1	1	12	6	0	0	0	0	0	0	0	20
21:45	0	0	1	6	3	0	1	0	0	0	0	0	0	11	0	1	3	5	2	2	0	0	0	0	0	0	0	13	0	1	4	11	5	2	1	0	0	0	0	0	0	24
22:00	0	0	1	2	3	3	0	0	0	0	0	0	0	9	0	1	0	5	5	2	0	0	0	0	0	0	0	13	0	1	1	7	8	5	0	0	0	0	0	0	0	22
22:15	0	0	2	1	5	0	0	0	0	0	0	0	0	8	0	0	0	2	2	1	0	0	0	0	0	0	0	5	0	0	2	3	7	1	0	0	0	0	0	0	0	13
22:30	0	0	0	3	5	2	0	0	0	0	0	0	0	10	1	0	0	4	4	1	0	0	0	0	0	0	0	10	1	0	0	7	9	3	0	0	0	0	0	0	0	20
22:45	0	0	1	2	5	4	0	0	0	0	0	0	0	12	0	0	1	2	3	0	2	0	0	0	0	0	0	8	0	0	2	4	8	4	2	0	0	0	0	0	0	20
23:00	0	0	0	1	2	3	1	0	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	3	3	1	0	0	0	0	0	0	8
23:15	0	0	0	1	1	2	0	0	0	0	0	0	0	4	0	0	2	3	3	0	0	0	0	0	0	0	0	8	0	0	2	4	4	2	0	0	0	0	0	0	0	12
23:30	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	1	2	1	0	0	0	0	0	0	0	5	0	0	1	3	2	1	0	0	0	0	0	0	0	7
23:45	0	0	1	1	6	1	0	0	0	0	0	0	0	9	0	0	1	4	1	0	0	0	0	0	0	0	0	6	0	0	2	5	7	1	0	0	0	0	0	0	0	15
Totals	5	12	344	649	1,111	699	136	27	2	0	0	0	0	2,985	27	30	136	678	1,499	1,189	450	74	10	0	0	0	0	4,093	32	42	480	1,327	2,610	1,888	586	101	12	0	0	0	0	7,078
% of Totals	0%	0%	12%	22%	37%	23%	5%	1%	0%	0%	0%	0%	0%	100%	1%	1%	3%	17%	37%	29%	11%	2%	0%	0%	0%	0%	0%	100%	0%	1%	7%	19%	37%	27%	8%	1%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Harvard St Bet Silica Ave & Arden Wy

Day: Tuesday
Date: 8/26/2025

City: Sacramento
Project #: CA25_070193_005

DAILY TOTALS	NB	SB	EB	WB	Total
	2,985	4,093	0	0	7,078

DAILY TOTALS

15-Minutes Interval

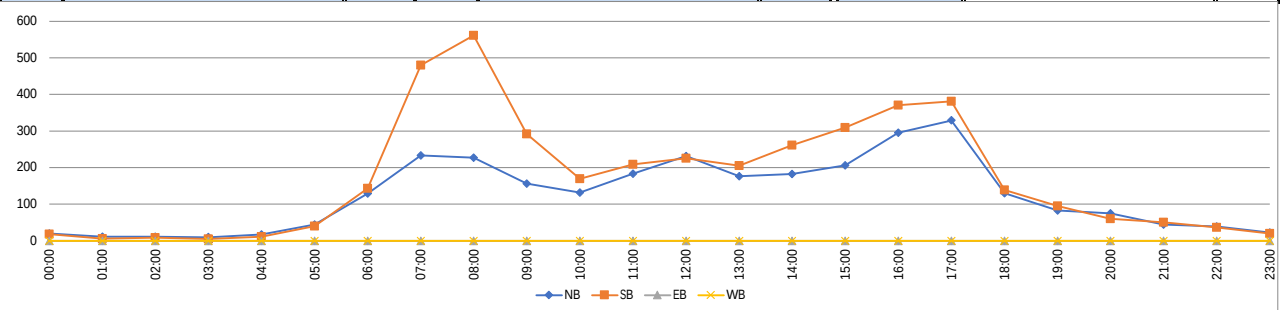
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	6			9	12:00	43	64			107
0:15	8	4			12	12:15	52	54			106
0:30	2	4			6	12:30	62	53			115
0:45	7	4			11	12:45	74	54			128
1:00	4	4			8	13:00	43	59			102
1:15	1	1			2	13:15	51	47			98
1:30	3	1			4	13:30	43	59			102
1:45	3	0			3	13:45	39	40			79
2:00	0	5			5	14:00	41	41			82
2:15	2	0			2	14:15	42	45			87
2:30	5	2			7	14:30	46	90			136
2:45	4	1			5	14:45	53	85			138
3:00	1	2			3	15:00	63	84			147
3:15	5	1			6	15:15	40	77			117
3:30	0	1			1	15:30	47	80			127
3:45	4	1			5	15:45	56	68			124
4:00	1	1			2	16:00	74	96			170
4:15	1	6			7	16:15	62	66			128
4:30	8	1			9	16:30	77	111			188
4:45	7	3			10	16:45	82	97			179
5:00	14	9			23	17:00	122	151			273
5:15	4	8			12	17:15	78	92			170
5:30	7	12			19	17:30	68	81			149
5:45	19	11			30	17:45	61	57			118
6:00	11	20			31	18:00	45	43			88
6:15	22	22			44	18:15	35	36			71
6:30	30	32			62	18:30	22	26			48
6:45	66	69			135	18:45	28	34			62
7:00	61	68			129	19:00	15	34			49
7:15	46	107			153	19:15	25	23			48
7:30	48	148			196	19:30	27	16			43
7:45	78	157			235	19:45	16	22			38
8:00	55	163			218	20:00	22	20			42
8:15	68	152			220	20:15	20	17			37
8:30	47	138			185	20:30	18	16			34
8:45	57	108			165	20:45	15	7			22
9:00	29	111			140	21:00	12	13			25
9:15	41	75			116	21:15	10	15			25
9:30	51	50			101	21:30	11	9			20
9:45	35	56			91	21:45	11	13			24
10:00	39	44			83	22:00	9	13			22
10:15	24	46			70	22:15	8	5			13
10:30	27	46			73	22:30	10	10			20
10:45	42	33			75	22:45	12	8			20
11:00	45	55			100	23:00	7	1			8
11:15	36	57			93	23:15	4	8			12
11:30	49	43			92	23:30	2	5			7
11:45	53	54			107	23:45	9	6			15
TOTALS	1173	1942	0	0	3115	TOTALS	1812	2151	0	0	3963
SPLIT %	38%	62%	0%	0%	44%	SPLIT %	46%	54%	0%	0%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	20	18			38
01:00	02:00	11	6			17
02:00	03:00	11	8			19
03:00	04:00	10	5			15
04:00	05:00	17	11			28
05:00	06:00	44	40			84
06:00	07:00	129	143			272
07:00	08:00	233	480			713
08:00	09:00	227	561			788
09:00	10:00	156	292			448
10:00	11:00	132	169			301
11:00	12:00	183	209			392
12:00	13:00	231	225			456
13:00	14:00	176	205			381
14:00	15:00	182	261			443
15:00	16:00	206	309			515
16:00	17:00	295	370			665
17:00	18:00	329	381			710
18:00	19:00	130	139			269
19:00	20:00	83	95			178
20:00	21:00	75	60			135
21:00	22:00	44	50			94
22:00	23:00	39	36			75
23:00	00:00	22	20			42

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1173	1942			3115
Peak Hour	7:30	7:30			7:30
Peak Volume	249	620			869
Peak Hour Factor	0.798	0.951			0.924
Peak Period	12:00	to	00:00		
Volume	1812	2151			3963
Peak Hour	16:30	16:30			16:30
Peak Volume	359	451			810
Peak Hour Factor	0.736	0.747			0.742
Peak Period	07:00	to	09:00		
Volume	460	1041			1501
Peak Hour	7:30	7:30			7:30
Peak Volume	249	620			869
Peak Hour Factor	0.798	0.951			0.924
Peak Period	16:00	to	18:00		
Volume	624	751			1375
Peak Hour	16:30	16:30			16:30
Peak Volume	359	451			810
Peak Hour Factor	0.736	0.747			0.742



Prepared by National Data & Surveying Services

SPEED

Auburn Blvd S/O Iris Ave

Day: Wednesday
Date: 8/27/2025

City: Sacramento
Project #: CA25_070193_006

HOURLY BREAKDOWN

Time	NORTHBOUND 5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total	SOUTHBOUND 5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total	TOTALS 5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
0:00	1	0	0	1	5	11	4	4	0	0	0	0	0	26	0	0	0	1	4	6	5	4	2	0	0	0	0	22	1	0	0	2	9	17	9	8	2	0	0	0	0	48
1:00	0	1	0	1	5	5	4	0	0	0	0	0	0	16	0	0	0	2	0	6	4	1	0	0	0	0	0	13	0	1	0	3	5	11	8	1	0	0	0	0	0	29
2:00	0	0	0	3	5	2	4	1	0	0	0	0	0	15	0	0	0	2	5	4	2	3	0	0	0	0	0	16	0	0	0	5	10	6	6	4	0	0	0	0	0	31
3:00	0	0	0	0	4	3	3	1	1	0	0	0	0	12	0	0	0	1	0	4	3	2	0	0	0	0	0	10	0	0	0	1	4	7	6	3	1	0	0	0	0	22
4:00	0	0	0	0	3	11	5	3	0	0	0	0	0	22	0	0	0	2	1	0	6	2	1	1	0	0	0	13	0	0	0	2	4	11	11	5	1	1	0	0	0	35
5:00	1	0	3	4	5	16	5	4	0	0	0	0	0	38	2	0	0	2	8	13	24	18	5	1	0	0	0	73	3	0	3	6	13	29	29	22	5	1	0	0	0	111
6:00	3	1	5	5	23	22	13	6	0	0	0	0	0	78	1	5	1	5	18	79	46	27	6	3	0	0	0	191	4	6	6	10	41	101	59	33	6	3	0	0	0	269
7:00	4	1	2	5	27	41	39	10	4	1	0	0	0	134	2	1	2	15	84	273	286	64	24	0	1	0	0	752	6	2	4	20	111	314	325	74	28	1	1	0	0	886
8:00	1	4	4	12	51	48	38	6	4	0	0	0	0	168	3	1	6	47	151	414	220	42	7	2	0	0	0	893	4	5	10	59	202	462	258	48	11	2	0	0	0	1061
9:00	1	0	3	14	47	53	22	8	0	0	0	0	0	148	1	0	2	14	46	121	118	29	6	3	0	0	0	340	2	0	5	28	93	174	140	37	6	3	0	0	0	488
10:00	2	0	4	22	49	53	27	8	1	0	0	0	0	166	2	3	3	5	25	57	49	22	5	1	0	0	0	172	4	3	7	27	74	110	76	30	6	1	0	0	0	338
11:00	0	1	4	20	72	54	26	8	1	0	0	0	0	186	2	1	4	7	38	71	57	18	2	0	0	0	0	200	2	2	8	27	110	125	83	26	3	0	0	0	0	386
12:00	4	1	4	22	67	72	27	9	1	0	0	0	0	207	2	2	2	20	65	70	56	12	1	1	0	0	0	231	6	3	6	42	132	142	83	21	2	1	0	0	0	438
13:00	1	1	4	21	76	75	33	10	0	0	0	0	0	221	4	2	4	8	47	90	78	22	2	1	1	0	0	259	5	3	8	29	123	165	111	32	2	1	1	0	0	480
14:00	3	5	6	20	82	105	41	6	3	0	0	0	0	271	1	0	0	18	55	115	59	26	7	1	0	0	0	282	4	5	6	38	137	220	100	32	10	1	0	0	0	553
15:00	1	4	1	18	54	121	73	22	5	2	0	0	0	301	0	0	0	4	11	36	35	9	5	1	0	0	0	101	1	4	1	22	65	157	108	31	10	3	0	0	0	402
16:00	1	0	0	27	103	240	128	25	4	0	0	0	0	528	0	0	3	5	30	67	57	23	5	0	0	0	0	190	1	0	3	32	133	307	185	48	9	0	0	0	0	718
17:00	0	2	1	35	171	299	131	21	3	0	0	0	0	663	0	0	3	4	61	81	92	41	11	0	0	0	0	293	0	2	4	39	232	380	223	62	14	0	0	0	0	956
18:00	0	0	0	17	48	107	46	20	3	1	0	0	0	242	0	0	1	3	15	47	62	45	10	3	1	0	0	187	0	0	1	20	63	154	108	65	13	4	1	0	0	429
19:00	1	0	1	6	41	59	30	13	3	2	0	0	0	156	0	0	1	4	21	39	53	22	4	2	0	0	0	146	1	0	2	10	62	98	83	35	7	4	0	0	0	302
20:00	0	0	3	9	43	51	15	6	0	1	0	0	0	128	0	0	1	3	21	48	21	11	3	0	0	0	0	108	0	0	4	12	64	99	36	17	3	1	0	0	0	236
21:00	0	0	4	7	24	35	15	3	1	1	0	0	0	90	0	0	0	4	20	24	20	9	1	0	0	0	0	78	0	0	4	11	44	59	35	12	2	1	0	0	0	168
22:00	0	0	0	6	16	19	5	1	0	1	0	0	0	48	0	0	3	5	12	15	15	3	1	0	0	0	0	54	0	0	3	11	28	34	20	4	1	1	0	0	0	102
23:00	0	0	1	6	11	14	9	0	0	1	0	0	0	42	0	0	0	0	4	10	12	1	0	0	1	0	0	28	0	0	1	6	15	24	21	1	0	1	1	0	0	70
Totals	24	21	50	281	1,032	1,516	743	195	34	10	0	0	0	3,906	20	15	36	181	742	1,690	1,380	456	108	20	4	0	0	4,652	44	36	86	462	1,774	3,206	2,123	651	142	30	4	0	0	8,558
% of Totals	1%	1%	1%	7%	26%	39%	19%	5%	1%	0%				100%	0%	0%	1%	4%	16%	36%	30%	10%	2%	0%	0%			100%	1%	0%	1%	5%	21%	37%	25%	8%	2%	0%	0%			100%

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
NORTHBOUND	13	11	5	1
	0%	0%	0%	0%
Peak Hour	6:45	12:00	7:00	16:00
Peak Volume	5	4	4	1
NORTHBOUND	8	13	5	2
	0%	0%	0%	0%
Peak Hour	8:00	13:45	8:00	16:45
Peak Volume	4	5	4	2
NORTHBOUND	25	25	6	1
	1%	1%	0%	0%
Peak Hour	5:30	13:30	8:00	16:15
Peak Volume	6	7	4	1
NORTHBOUND	87	194	17	62
	2%	5%	0%	2%
Peak Hour	11:30	17:00	8:00	17:00
Peak Volume	25	35	12	35
NORTHBOUND	296	736	78	274
	8%	19%	2%	7%
Peak Hour	10:45	17:00	8:00	17:00
Peak Volume	73	171	51	171
NORTHBOUND	319	1197	89	539
	8%	31%	2%	14%
Peak Hour	11:45	16:45	8:00	16:45
Peak Volume	66	329	56	329
NORTHBOUND	190	553	77	259
	5%	14%	2%	7%
Peak Hour	7:15	16:45	7:30	16:45
Peak Volume	46	156	46	156
NORTHBOUND	59	136	16	46
	2%	3%	0%	1%
Peak Hour	7:45	15:30	7:15	16:00
Peak Volume	12	27	12	25
NORTHBOUND	11	23	8	7
	0%	1%	0%	0%
Peak Hour	7:00	15:15	7:00	16:00
Peak Volume	4	6	4	4
NORTHBOUND	1	9	1	0
	0%	0%	0%	0%
Peak Hour	7:00	15:00	7:00	16:00
Peak Volume	1	2	1	0
NORTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
NORTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
NORTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
NORTHBOUND	1009	2897	302	1191
	26%	74%	8%	30%
Peak Hour	11:45	16:45	7:30	16:45
Peak Volume	200	701	176	701
SOUTHBOUND	0	7	5	0
	0%	0%	0%	0%
Peak Hour	6:30	12:15	7:45	16:00
Peak Volume	3	5	3	0
SOUTHBOUND	5	4	2	0
	0%	0%	0%	0%
Peak Hour	6:00	12:30	7:00	16:00
Peak Volume	5	4	1	0
SOUTHBOUND	8	18	8	6
	0%	0%	0%	0%
Peak Hour	7:30	12:30	7:30	16:30
Peak Volume	8	6	8	9
SOUTHBOUND	47	78	62	9
	3%	2%	2%	0%
Peak Hour	8:00	13:45	8:00	16:30
Peak Volume	47	22	47	9
SOUTHBOUND	380	362	235	91
	10%	9%	6%	2%
Peak Hour	8:00	12:00	8:00	16:45
Peak Volume	151	65	151	63
SOUTHBOUND	1048	642	687	148
	27%	16%	18%	4%
Peak Hour	8:00	13:30	8:00	16:45
Peak Volume	414	123	414	106
SOUTHBOUND	820	560	506	149
	21%	14%	13%	4%
Peak Hour	7:15	16:45	7:15	16:45
Peak Volume	321	101	321	101
SOUTHBOUND	232	224	106	64
	6%	6%	3%	2%
Peak Hour	7:15	17:30	7:15	16:45
Peak Volume	69	57	69	45
SOUTHBOUND	58	50	31	16
	1%	1%	1%	0%
Peak Hour	7:00	16:45	7:00	16:45
Peak Volume	24	12	24	12
SOUTHBOUND	11	9	2	0
	0%	0%	0%	0%
Peak Hour	5:30	18:30	8:00	16:00
Peak Volume	3	5	2	0
SOUTHBOUND	1	3	1	0
	0%	0%	0%	0%
Peak Hour	6:15	12:45	7:00	16:00
Peak Volume	1	1	1	0
SOUTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
SOUTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
SOUTHBOUND	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
SOUTHBOUND	2695	1957	1645	483
	69%	50%	42%	12%
Peak Hour	7:30	16:45	7:30	16:45
Peak Volume	948	335	948	335
TOTALS	3704	4854	1947	1674
	95%	124%	50%	43%
Peak Hour	7:30	16:45	7:30	16:45
Peak Volume	1124	1036	1124	1036
TOTALS	26	18	10	1
	1%	0%	0%	0%
Peak Hour	6:45	12:15	7:00	16:00
Peak Volume	8	12	8	1
TOTALS	19	17	7	2
	0%	0%	0%	0%
Peak Hour	6:00	12:30	8:00	16:45
Peak Volume	6	5	5	2
TOTALS	43	43	14	7
	1%	1%	0%	0%
Peak Hour	8:00	12:45	8:00	16:30
Peak Volume	10	11	10	7
TOTALS	190	272	79	71
	5%	7%	2%	2%
Peak Hour	8:00	13:30	8:00	17:00
Peak Volume	59	46	59	39
TOTALS	676	1098	313	365
	17%	28%	8%	9%
Peak Hour	8:00	17:00	8:00	17:00
Peak Volume	202	232	202	232
TOTALS	1367	1839	776	687
	35%	47%	20%	18%
Peak Hour	8:00	16:45	8:00	16:45
Peak Volume	462	435	462	435
TOTALS	1010	1113	583	408
	26%	28%	15%	10%
Peak Hour	7:15	16:45	7:15	16:45
Peak Volume	367	257	367	257
TOTALS	291	360	122	110
	7%	9%	3%	3%
Peak Hour	7:15	17:30	7:15	16:45
Peak Volume	77	79	77	68
TOTALS	69	73	39	23
	2%	2%	1%	1%
Peak Hour	7:00	17:30	7:45	16:45
Peak Volume	28	15	28	14
TOTALS	12	18	3	0
	0%	0%	0%	0%
Peak Hour	5:30	18:30	7:00	16:00
Peak Volume	3	6	2	0
TOTALS	1	3	1	0
	0%	0%	0%	0%
Peak Hour	6:15	12:45	7:00	16:00
Peak Volume	1	1	1	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
TOTALS	0	0	0	0
	0%	0%	0%	0%
Peak Hour	0:00	12:00	7:00	16:00
Peak Volume	0	0	0	0
TOTALS	3704	4854	1947	1674
	95%	124%	50%	43%
Peak Hour	7:30	16:45	7:30	16:45
Peak Volume	1124	1036	1124	1036

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	32	37	37	43	46	3906
SOUTHBOUND	34	40	39	45	49	4652
TOTALS	33	38	38	44	48	8558

Direction	Pace 10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
NORTHBOUND	33 - 42 mph	2650	68%	12	0%
SOUTHBOUND	35 - 44 mph	3139	67%	34	1%
TOTALS	34 - 43 mph	5686	66%	46	1%

Prepared by National Data & Surveying Services

SPEED

Auburn Blvd S/O Iris Ave

Day: Wednesday

Date: 8/27/2025

City: Sacramento

Project #: CA25_070193_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	1	5	1	2	0	0	0	0	0	9	0	0	0	1	2	2	1	1	1	0	0	0	0	8	0	0	0	1	3	7	2	3	1	0	0	0	0	17
0:15	0	0	0	0	1	4	0	1	0	0	0	0	0	6	0	0	0	0	1	2	0	2	0	0	0	0	0	5	0	0	0	0	2	6	0	3	0	0	0	0	0	11
0:30	1	0	0	1	2	2	3	0	0	0	0	0	0	9	0	0	0	0	1	0	4	1	1	0	0	0	0	7	1	0	0	1	3	2	7	1	1	0	0	0	0	16
0:45	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	2	0	1	0	0	0	0	0	4
1:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3	1	0	0	0	0	0	7	0	0	0	0	2	4	3	1	0	0	0	0	0	10
1:15	0	0	0	1	2	1	3	0	0	0	0	0	0	7	0	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	2	2	3	3	0	0	0	0	0	0	10
1:30	0	0	0	0	1	2	1	0	0	0	0	0	0	4	0	0	0	1	0	1	1	0	0	0	0	0	0	3	0	0	0	1	1	3	2	0	0	0	0	0	0	7
1:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
2:00	0	0	0	0	2	0	0	1	0	0	0	0	0	3	0	0	0	1	1	1	0	2	0	0	0	0	0	5	0	0	0	1	3	1	0	3	0	0	0	0	0	8
2:15	0	0	0	3	1	1	1	0	0	0	0	0	0	6	0	0	0	1	1	1	1	0	0	0	0	0	0	4	0	0	0	4	2	2	2	0	0	0	0	0	0	10
2:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	3
2:45	0	0	0	0	1	1	3	0	0	0	0	0	0	5	0	0	0	0	2	1	1	1	0	0	0	0	0	5	0	0	0	0	3	2	4	1	0	0	0	0	0	10
3:00	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	1	2	1	0	0	0	0	0	4	0	0	0	0	0	1	3	1	1	0	0	0	0	6
3:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	3
3:30	0	0	0	0	2	3	1	0	0	0	0	0	0	6	0	0	0	1	0	1	0	1	0	0	0	0	0	3	0	0	0	1	2	4	1	1	0	0	0	0	0	9
3:45	0	0	0	0	2	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	4
4:00	0	0	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
4:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	0	3	0	0	0	0	1	2	0	1	1	0	0	0	0	5
4:30	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	0	4
4:45	0	0	0	0	2	5	5	2	0	0	0	0	0	14	0	0	0	2	0	0	5	1	0	1	0	0	0	9	0	0	0	2	2	5	10	3	0	1	0	0	0	23
5:00	1	0	1	0	1	1	1	0	0	0	0	0	0	5	0	0	0	0	2	2	1	0	0	0	0	0	0	5	1	0	1	0	3	3	2	0	0	0	0	0	0	10
5:15	0	0	1	2	1	0	1	1	0	0	0	0	0	6	0	0	0	2	3	3	7	2	1	1	0	0	0	19	0	0	1	4	4	3	8	3	1	1	0	0	0	25
5:30	0	0	0	1	2	7	0	2	0	0	0	0	0	12	0	0	0	0	1	3	5	9	1	0	0	0	0	19	0	0	0	1	3	10	5	11	1	0	0	0	0	31
5:45	0	0	1	1	1	8	3	1	0	0	0	0	0	15	2	0	0	0	2	5	11	7	3	0	0	0	0	30	2	0	1	1	3	13	14	8	3	0	0	0	0	45
6:00	1	0	3	3	11	4	5	1	0	0	0	0	0	28	0	2	0	0	4	7	6	5	2	0	0	0	0	26	1	2	3	3	15	11	11	6	2	0	0	0	0	54
6:15	0	1	2	1	3	4	4	3	0	0	0	0	0	18	0	0	0	0	2	11	12	4	0	3	0	0	0	32	0	1	2	1	5	15	16	7	0	3	0	0	0	50
6:30	0	0	0	1	5	5	2	1	0	0	0	0	0	14	0	0	0	1	1	17	10	7	1	0	0	0	0	37	0	0	0	2	6	22	12	8	1	0	0	0	0	51
6:45	2	0	0	0	4	9	2	1	0	0	0	0	0	18	1	3	1	4	11	44	18	11	3	0	0	0	0	96	3	3	1	4	15	53	20	12	3	0	0	0	0	114
7:00	1	0	1	1	3	7	4	3	2	0	0	0	0	22	1	1	0	1	11	34	29	7	1	0	1	0	0	86	2	1	1	2	14	41	33	10	3	0	1	0	0	108
7:15	1	0	1	0	6	11	13	0	0	0	0	0	0	32	1	0	0	0	19	70	67	12	9	0	0	0	0	178	2	0	1	0	25	81	80	12	9	0	0	0	0	210
7:30	1	1	0	2	9	13	13	1	1	0	0	0	0	41	0	0	2	14	39	88	74	15	6	0	0	0	0	238	1	1	2	16	48	101	87	16	7	0	0	0	0	279
7:45	1	0	0	2	9	10	9	6	1	1	0	0	0	39	0	0	0	0	15	81	116	30	8	0	0	0	0	250	1	0	0	2	24	91	125	36	9	1	0	0	0	289
8:00	0	1	0	2	15	19	11	1	1	0	0	0	0	50	1	1	5	17	23	94	64	12	0	0	0	0	0	217	1	2	5	19	38	113	75	13	1	0	0	0	0	267
8:15	0	1	1	5	12	14	12	1	0	0	0	0	0	46	1	0	1	11	29	123	64	10	4	0	0	0	0	243	1	1	2	16	41	137	76	11	4	0	0	0	0	289
8:30	0	0	0	1	11	6	7	4	2	0	0	0	0	31	1	0	0	16	54	109	49	7	0	1	0	0	0	237	1	0	0	17	65	115	56	11	2	1	0	0	0	268
8:45	1	2	3	4	13	9	8	0	1	0	0	0	0	41	0	0	0	3	45	88	43	13	3	1	0	0	0	196	1	2	3	7	58	97	51	13	4	1	0	0	0	237
9:00	1	0	1	5	9	14	5	2	0	0	0	0	0	37	1	0	0	2	8	35	49	7	4	0	0	0	0	106	2	0	1	7	17	49	54	9	4	0	0	0	0	143
9:15	0	0	1	3	12	14	4	1	0	0	0	0	0	35	0	0	1	5	23	36	31	5	0	0	0	0	0	101	0	0	2	8	35	50	35	6	0	0	0	0	0	136
9:30	0	0	1	5	12	10	8	4	0	0	0	0	0	40	0	0	0	6	8	24	12	7	1	1	0	0	0	59	0	0	1	11	20	34	20	11	1	1	0	0	0	99
9:45	0	0	0	1	14	15	5	1	0	0	0	0	0	36	0	0	1	1	7	26	26	10	1	2	0	0	0	74	0	0	1	2	21	41	31	11	1	2	0	0	0	110
10:00	0	0	0	4	8	14	7	1	0	0	0	0	0	34	1	1	0	0	5	16	14	9	2	0	0	0	0	48	1	1	0	4	13	30	21	10	2	0	0	0	0	82
10:15	0	0	2	5	10	13	4	2	0	0	0	0	0	36	0	2	0	0	9	7	11	3	1	0	0	0	0	33	0	2	2	5	19	20	15	5	1	0	0	0	0	69
10:30	1	0	2	5	10	8	8	5	0	0	0	0	0	39	1	0	0	2	4	8	15	2	1	0	0	0	0	33	2	0	2	7	14	16	23	7	1	0	0	0	0	72
10:45	1	0	0	8	21	18	8	0	1	0	0	0	0	57	0	0	3	3	7	26	9	8	1	1	0	0	0	58	1	0	3	11	28	44	17	8	2	1	0	0	0	115
11:00	0	0	0	2	15	13	9	3	0	0	0	0	0	42	0	1	3	2	7	24	16	4	0	0	0	0	0	57	0	1	3	4	22	37	25	7	0	0	0	0	0	99
11:15	0	1	1	8	20	12	7	3	0	0	0	0	0	52	1	0	1	2	12	17	11	7	1	0	0	0	0	52	1	1	2	10	32	29	18	10	1	0	0	0	0	104
11:30	0	0	2	6	17	11	3	0	1	0	0	0	0	40	1	0	0	1	14	15	19	2	0	0	0	0	0	52	1	0	2	7	31	26	22	2	1	0	0	0	0	92
11:45	0	0	1	4	20	18	7	2	0	0	0	0	0	52	0	0	0	2	5	15	11	5	1	0	0	0	0	39	0	0	1	6	25	33	18	7	1	0	0	0	0	91

Prepared by National Data & Surveying Services

SPEED

Auburn Blvd S/O Iris Ave

Day: Wednesday

Date: 8/27/2025

City: Sacramento

Project #: CA25_070193_006

15-MINUTE BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	1	1	2	11	18	7	4	0	0	0	0	0	44	0	0	0	2	10	23	18	1	1	1	0	0	0	56	0	1	1	4	21	41	25	5	1	1	0	0	0	100
12:15	0	0	1	13	17	13	9	2	0	0	0	0	0	55	0	0	0	5	23	15	11	4	0	0	0	0	0	58	0	0	1	18	40	28	20	6	0	0	0	0	0	113
12:30	3	0	1	4	17	17	5	2	0	0	0	0	0	49	0	1	0	6	23	17	15	2	0	0	0	0	0	64	3	1	1	10	40	34	20	4	0	0	0	0	0	113
12:45	1	0	1	3	22	24	6	1	1	0	0	0	0	59	2	1	2	7	9	15	12	5	0	0	0	0	0	53	3	1	3	10	31	39	18	6	1	0	0	0	0	112
13:00	0	0	1	3	18	15	8	3	0	0	0	0	0	48	3	1	3	2	10	24	14	7	1	0	0	0	0	65	3	1	4	5	28	39	22	10	1	0	0	0	0	113
13:15	0	1	1	4	25	18	2	1	0	0	0	0	0	52	0	1	1	1	13	13	23	5	0	0	0	0	0	57	0	2	2	5	38	31	25	6	0	0	0	0	0	109
13:30	0	0	2	12	14	24	14	5	0	0	0	0	0	71	0	0	0	1	5	24	24	5	1	0	1	0	0	61	0	0	2	13	19	48	38	10	1	0	1	0	0	132
13:45	1	0	0	2	19	18	9	1	0	0	0	0	0	50	1	0	0	4	19	29	17	5	0	1	0	0	0	76	2	0	0	6	38	47	26	6	0	1	0	0	0	126
14:00	1	1	2	3	23	23	3	0	1	0	0	0	0	57	0	0	0	8	13	35	9	6	3	0	0	0	0	74	1	1	2	11	36	58	12	6	4	0	0	0	0	131
14:15	2	1	3	9	27	17	8	1	2	0	0	0	0	70	1	0	0	7	19	35	15	5	0	0	0	0	0	82	3	1	3	16	46	52	23	6	2	0	0	0	0	152
14:30	0	3	1	3	17	34	19	4	0	0	0	0	0	81	0	0	0	3	11	16	20	10	2	0	0	0	0	62	0	3	1	6	28	50	39	14	2	0	0	0	0	143
14:45	0	0	0	5	15	31	11	1	0	0	0	0	0	63	0	0	0	0	12	29	15	5	2	1	0	0	0	64	0	0	0	5	27	60	26	6	2	1	0	0	0	127
15:00	0	0	0	9	14	17	14	6	1	0	0	0	0	61	0	0	0	3	5	19	13	4	1	0	0	0	0	45	0	0	0	12	19	36	27	10	2	0	0	0	0	106
15:15	1	0	0	4	8	26	14	3	2	0	0	0	0	58	0	0	0	1	2	8	7	2	1	1	0	0	0	22	1	0	0	5	10	34	21	5	3	1	0	0	0	80
15:30	0	2	1	4	17	37	21	6	2	1	0	0	0	91	0	0	0	0	3	5	7	1	1	0	0	0	0	17	0	2	1	4	20	42	28	7	3	1	0	0	0	108
15:45	0	2	0	1	15	41	24	7	0	1	0	0	0	91	0	0	0	0	1	4	8	2	2	0	0	0	0	17	0	2	0	1	16	45	32	9	2	1	0	0	0	108
16:00	0	0	0	11	25	49	32	4	2	0	0	0	0	123	0	0	0	0	6	11	13	1	0	0	0	0	0	31	0	0	0	11	31	60	45	5	2	0	0	0	0	154
16:15	0	0	0	5	12	55	30	10	1	0	0	0	0	113	0	0	0	0	3	6	10	4	1	0	0	0	0	24	0	0	0	5	15	61	40	14	2	0	0	0	0	137
16:30	1	0	0	5	54	66	19	2	0	0	0	0	0	147	0	0	2	5	3	11	11	4	2	0	0	0	0	38	1	0	2	10	57	77	30	6	2	0	0	0	0	185
16:45	0	0	0	6	12	70	47	9	1	0	0	0	0	145	0	0	1	0	18	39	23	14	2	0	0	0	0	97	0	0	1	6	30	109	70	23	3	0	0	0	0	242
17:00	0	0	1	13	51	96	41	4	1	0	0	0	0	207	0	0	0	1	14	32	29	8	3	0	0	0	0	87	0	0	1	14	65	128	70	12	4	0	0	0	0	294
17:15	0	1	0	3	48	96	39	6	0	0	0	0	0	193	0	0	3	3	24	20	26	6	1	0	0	0	0	83	0	1	3	6	72	116	65	12	1	0	0	0	0	276
17:30	0	1	0	9	46	67	29	4	0	0	0	0	0	156	0	0	0	0	7	15	23	17	6	0	0	0	0	68	0	1	0	9	53	82	52	21	6	0	0	0	0	224
17:45	0	0	0	10	26	40	22	7	2	0	0	0	0	107	0	0	0	0	16	14	14	10	1	0	0	0	0	55	0	0	0	10	42	54	36	17	3	0	0	0	0	162
18:00	0	0	0	3	13	44	9	3	1	0	0	0	0	73	0	0	0	0	7	11	15	10	2	0	0	0	0	45	0	0	0	3	20	55	24	13	3	0	0	0	0	118
18:15	0	0	0	7	17	21	13	8	0	1	0	0	0	67	0	0	0	1	2	15	19	20	3	0	0	0	0	60	0	0	0	8	19	36	32	28	3	1	0	0	0	127
18:30	0	0	0	2	10	30	14	6	0	0	0	0	0	62	0	0	1	1	2	9	12	8	2	1	0	0	0	36	0	0	1	3	12	39	26	14	2	1	0	0	0	98
18:45	0	0	0	5	8	12	10	3	2	0	0	0	0	40	0	0	0	1	4	12	16	7	3	2	1	0	0	46	0	0	0	6	12	24	26	10	5	2	1	0	0	86
19:00	0	0	0	2	10	15	4	3	2	1	0	0	0	37	0	0	0	0	0	8	17	7	0	0	0	0	0	32	0	0	0	2	10	23	21	10	2	1	0	0	0	69
19:15	0	0	0	3	17	18	12	5	1	0	0	0	0	56	0	0	0	0	8	10	10	6	2	2	0	0	0	38	0	0	0	3	25	28	22	11	3	2	0	0	0	94
19:30	1	0	1	0	9	11	11	1	0	1	0	0	0	35	0	0	1	3	11	14	14	5	0	0	0	0	0	48	1	0	2	3	20	25	25	6	0	1	0	0	0	83
19:45	0	0	0	1	5	15	3	4	0	0	0	0	0	28	0	0	0	1	2	7	12	4	2	0	0	0	0	28	0	0	0	2	7	22	15	8	2	0	0	0	0	56
20:00	0	0	2	3	14	6	4	1	0	0	0	0	0	30	0	0	1	2	8	10	8	2	0	0	0	0	0	31	0	0	3	5	22	16	12	3	0	0	0	0	0	61
20:15	0	0	0	1	13	14	9	2	0	1	0	0	0	40	0	0	0	1	5	11	5	5	2	0	0	0	0	29	0	0	0	2	18	25	14	7	2	1	0	0	0	69
20:30	0	0	1	2	9	13	2	1	0	0	0	0	0	28	0	0	0	0	6	13	5	3	0	0	0	0	0	27	0	0	1	2	15	26	7	4	0	0	0	0	0	55
20:45	0	0	0	3	7	18	0	2	0	0	0	0	0	30	0	0	0	0	2	14	3	1	1	0	0	0	0	21	0	0	0	3	9	32	3	3	1	0	0	0	0	51
21:00	0	0	0	4	9	13	2	0	0	0	0	0	0	28	0	0	0	0	10	7	3	4	0	0	0	0	0	24	0	0	0	4	19	20	5	4	0	0	0	0	0	52
21:15	0	0	1	1	4	11	3	1	0	0	0	0	0	21	0	0	0	0	3	8	4	1	0	0	0	0	0	16	0	0	1	1	7	19	7	2	0	0	0	0	0	37
21:30	0	0	2	0	7	6	6	0	1	0	0	0	0	22	0	0	0	3	6	4	4	2	0	0	0	0	0	19	0	0	2	3	13	10	10	2	1	0	0	0	0	41
21:45	0	0	1	2	4	5	4	2	0	1	0	0	0	19	0	0	0	1	1	5	9	2	1	0	0	0	0	19	0	0	1	3	5	10	13	4	1	1	0	0	0	38
22:00	0	0	0	3	5	5	2	0	0	0	0	0	0	15	0	0	1	2	5	5	2	2	1	0	0	0	0	18	0	0	1	5	10	10	4	2	1	0	0	0	0	33
22:15	0	0	0	0	3	6	2	1	0	0	0	0	0	12	0	0	0	1	4	3	7	0	0	0	0	0	0	15	0	0	0	1	7	9	9	1	0	0	0	0	0	27
22:30	0	0	0	3	4	4	0	0	0	1	0	0	0	12	0	0	1	1	1	4	3	1	0	0	0	0	0	11	0	0	1	4	5	8	3	1	0	1	0	0	0	23
22:45	0	0	0	0	4	4	1	0	0	0	0	0	0	9	0	0	1	1	2	3	3	0	0	0	0	0	0	10	0	0	1	1	6	7	4	0	0	0	0	0	0	19
23:00	0	0	0	2	4	1	3	0	0	1	0	0	0	11	0	0	0	0	0	5	4	0	0	0	0	0	0	9	0	0	0	2	4	6	7	0	0	1	0	0	0	20
23:15	0	0	1	0	4	5	2	0	0	0	0	0	0	12	0	0	0	0	1	3	3	0	0	0	1	0	0	8	0	0	1	0	5	8	5	0	0	0	1	0	0	20
23:30	0	0	0	2	3	6	1	0	0	0	0	0	0	12	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	5	6	1	0	0	0	0	0	0	14
23:45	0	0	0	2	0	2	3	0	0	0	0	0	0	7	0	0	0	0	1	2	5	1	0	0	0	0	0	9	0	0	0	2	1	4	8	1	0	0	0	0	0	16
Totals	24	21	50	281	1,032	1,516	743	195	34	10	0	0	0	3,906	20	15	36	181	742	1,690	1,380	456	108	20	4	0	0	4,652	44	36	86	462	1,774	3,206	2,123	651	142	30	4	0	0	8,558
% of Totals	1%	1%	1%	7%	26%	39%	19%	5%	1%	0%	0%	0%	0%	100%	0%	0%	1%	4%	16%	36%	30%	10%	2%	0%	0%	0%	0%	100%	1%	0%	1%	5%	21%	37%	25%	8%	2%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Auburn Blvd S/O Iris Ave

Day: Wednesday
Date: 8/27/2025

City: Sacramento
Project #: CA25_070193_006

DAILY TOTALS	NB	SB	EB	WB	Total
	3,906	4,652	0	0	8,558

DAILY TOTALS

15-Minutes Interval

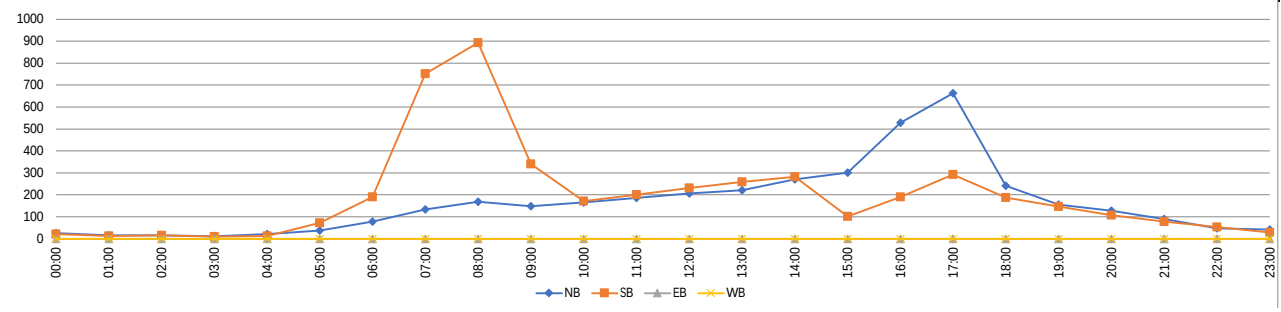
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	9	8			17	12:00	44	56			100
0:15	6	5			11	12:15	55	58			113
0:30	9	7			16	12:30	49	64			113
0:45	2	2			4	12:45	59	53			112
1:00	3	7			10	13:00	48	65			113
1:15	7	3			10	13:15	52	57			109
1:30	4	3			7	13:30	71	61			132
1:45	2	0			2	13:45	50	76			126
2:00	3	5			8	14:00	57	74			131
2:15	6	4			10	14:15	70	82			152
2:30	1	2			3	14:30	81	62			143
2:45	5	5			10	14:45	63	64			127
3:00	2	4			6	15:00	61	45			106
3:15	1	2			3	15:15	58	22			80
3:30	6	3			9	15:30	91	17			108
3:45	3	1			4	15:45	91	17			108
4:00	3	0			3	16:00	123	31			154
4:15	2	3			5	16:15	113	24			137
4:30	3	1			4	16:30	147	38			185
4:45	14	9			23	16:45	145	97			242
5:00	5	5			10	17:00	207	87			294
5:15	6	19			25	17:15	193	83			276
5:30	12	19			31	17:30	156	68			224
5:45	15	30			45	17:45	107	55			162
6:00	28	26			54	18:00	73	45			118
6:15	18	32			50	18:15	67	60			127
6:30	14	37			51	18:30	62	36			98
6:45	18	96			114	18:45	40	46			86
7:00	22	86			108	19:00	37	32			69
7:15	32	178			210	19:15	56	38			94
7:30	41	238			279	19:30	35	48			83
7:45	39	250			289	19:45	28	28			56
8:00	50	217			267	20:00	30	31			61
8:15	46	243			289	20:15	40	29			69
8:30	31	237			268	20:30	28	27			55
8:45	41	196			237	20:45	30	21			51
9:00	37	106			143	21:00	28	24			52
9:15	35	101			136	21:15	21	16			37
9:30	40	59			99	21:30	22	19			41
9:45	36	74			110	21:45	19	19			38
10:00	34	48			82	22:00	15	18			33
10:15	36	33			69	22:15	12	15			27
10:30	39	33			72	22:30	12	11			23
10:45	57	58			115	22:45	9	10			19
11:00	42	57			99	23:00	11	9			20
11:15	52	52			104	23:15	12	8			20
11:30	40	52			92	23:30	12	2			14
11:45	52	39			91	23:45	7	9			16
TOTALS	1009	2695	0	0	3704	TOTALS	2897	1957	0	0	4854
SPLIT %	27%	73%	0%	0%	43%	SPLIT %	60%	40%	0%	0%	57%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	26	22			48
01:00	02:00	16	13			29
02:00	03:00	15	16			31
03:00	04:00	12	10			22
04:00	05:00	22	13			35
05:00	06:00	38	73			111
06:00	07:00	78	191			269
07:00	08:00	134	752			886
08:00	09:00	168	893			1061
09:00	10:00	148	340			488
10:00	11:00	166	172			338
11:00	12:00	186	200			386
12:00	13:00	207	231			438
13:00	14:00	221	259			480
14:00	15:00	271	282			553
15:00	16:00	301	101			402
16:00	17:00	528	190			718
17:00	18:00	663	293			956
18:00	19:00	242	187			429
19:00	20:00	156	146			302
20:00	21:00	128	108			236
21:00	22:00	90	78			168
22:00	23:00	48	54			102
23:00	00:00	42	28			70

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1009	2695			3704
Peak Hour	10:45	7:30			7:30
Peak Volume	191	948			1124
Peak Hour Factor	0.838	0.948			0.972
Peak Period	12:00	to	00:00		
Volume	2897	1957			4854
Peak Hour	16:45	16:45			16:45
Peak Volume	701	335			1036
Peak Hour Factor	0.847	0.863			0.881
Peak Period	07:00	to	09:00		
Volume	302	1645			1947
Peak Hour	7:30	7:30			7:30
Peak Volume	176	948			1124
Peak Hour Factor	0.880	0.948			0.972
Peak Period	16:00	to	18:00		
Volume	1191	483			1674
Peak Hour	16:45	16:45			16:45
Peak Volume	701	335			1036
Peak Hour Factor	0.847	0.863			0.881



Appendix E: SacRT Transit Data

SacRT Apr 2025 Sched Light Rail Station Boarding/Alighting

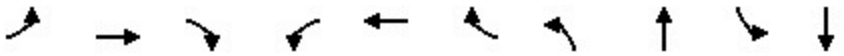
DAY_OF_WEEK	UNIQUE_S	STATION_NAME	ROUTE	ON	OFF	TOTAL	LAT	LONG
WEEKDAY	07000	WATT/I-80 STATION	BLUE LINE	652	3	655	38.644638	-121.386257
WEEKDAY	07001	WATT/I-80 WEST STATION	BLUE LINE	22	4	26	38.641812	-121.396138
WEEKDAY	07002	ROSEVILLE ROAD STATION	BLUE LINE	149	26	175	38.637328	-121.403996
WEEKDAY	07003	MARCONI/ARCADE STATION	BLUE LINE	277	67	344	38.620191	-121.426004
WEEKDAY	07004	EMPLOYEE PLATFORM STAT	BLUE LINE	49	23	72	38.614938	-121.431719
WEEKDAY	07005	SWANSTON STATION	BLUE LINE	71	42	113	38.606636	-121.440830
WEEKDAY	07006	ROYAL OAKS STATION	BLUE LINE	184	73	257	38.606212	-121.449678
WEEKDAY	07007	ARDEN/DEL PASO STATION	BLUE LINE	352	115	467	38.606015	-121.458819
WEEKDAY	07008	GLOBE AVENUE STATION	BLUE LINE	87	43	130	38.601612	-121.467408
WEEKDAY	07009	ALKALI FLAT/LA VALENTINA	BLUE LINE	291	221	512	38.584136	-121.488824
WEEKDAY	07010	12TH & I STATION	BLUE LINE	93	130	222	38.579779	-121.490798
WEEKDAY	07011	CATHEDRAL SQUARE STATIC	BLUE LINE	195	296	491	38.579453	-121.494979
WEEKDAY	07013	7TH & CAPITOL STATION	BLUE LINE	356	246	601	38.577242	-121.499207
WEEKDAY	07014	8TH & O STATION	BLUE LINE	128	88	216	38.575171	-121.497370
WEEKDAY	07015	ARCHIVES PLAZA STATION	BLUE LINE	150	90	241	38.573701	-121.493568
WEEKDAY	07016	13TH STREET STATION	BLUE LINE	173	159	332	38.570480	-121.491665
WEEKDAY	07017	16TH STREET STATION	BLUE LINE	519	296	815	38.569256	-121.487713
WEEKDAY	07018	BROADWAY STATION	BLUE LINE	189	181	370	38.558038	-121.488420
WEEKDAY	07019	4TH AVE/WAYNE HULTGREN	BLUE LINE	278	172	450	38.549842	-121.487663
WEEKDAY	07020	CITY COLLEGE STATION	BLUE LINE	123	227	349	38.540527	-121.484847
WEEKDAY	07021	FRUITRIDGE STATION	BLUE LINE	124	267	390	38.524040	-121.479668
WEEKDAY	07022	47TH AVENUE STATION	BLUE LINE	76	224	300	38.510319	-121.475445
WEEKDAY	07023	FLORIN STATION	BLUE LINE	215	371	586	38.496164	-121.471068
WEEKDAY	07024	MEADOWVIEW STATION	BLUE LINE	79	441	520	38.481546	-121.466594
WEEKDAY	07025	MEADOWVIEW STATION	BLUE LINE	399	73	471	38.484818	-121.467482
WEEKDAY	07026	FLORIN STATION	BLUE LINE	364	195	559	38.499379	-121.471979
WEEKDAY	07027	47TH AVENUE STATION	BLUE LINE	210	75	285	38.513530	-121.476353
WEEKDAY	07028	FRUITRIDGE STATION	BLUE LINE	280	125	405	38.527212	-121.480560
WEEKDAY	07029	CITY COLLEGE STATION	BLUE LINE	193	110	303	38.543710	-121.485786
WEEKDAY	07030	4TH AVE/WAYNE HULTGREN	BLUE LINE	196	194	390	38.553101	-121.488398
WEEKDAY	07031	BROADWAY STATION	BLUE LINE	182	185	368	38.561251	-121.487332
WEEKDAY	07032	16TH STREET STATION	BLUE LINE	298	528	826	38.570453	-121.491401
WEEKDAY	07033	13TH STREET STATION	BLUE LINE	124	114	238	38.572249	-121.493935
WEEKDAY	07034	ARCHIVES PLAZA STATION	BLUE LINE	119	152	272	38.574710	-121.495661
WEEKDAY	07035	8TH & O STATION	BLUE LINE	14	12	26	38.576377	-121.498145
WEEKDAY	07036	8TH & CAPITOL STATION	BLUE LINE	187	243	430	38.578534	-121.497225
WEEKDAY	07037	ST ROSE OF LIMA PARK STA	BLUE LINE	345	287	633	38.579301	-121.494125
WEEKDAY	07038	CATHEDRAL SQUARE STATIC	BLUE LINE	150	87	236	38.579418	-121.490986
WEEKDAY	07039	12TH & I STATION	BLUE LINE	138	90	228	38.582757	-121.489417
WEEKDAY	07040	ALKALI FLAT/LA VALENTINA	BLUE LINE	253	313	566	38.587127	-121.487393
WEEKDAY	07041	GLOBE AVENUE STATION	BLUE LINE	46	83	128	38.603668	-121.464191
WEEKDAY	07042	ARDEN/DEL PASO STATION	BLUE LINE	138	379	518	38.606242	-121.454839
WEEKDAY	07043	ROYAL OAKS STATION	BLUE LINE	79	205	285	38.605690	-121.446026
WEEKDAY	07044	SWANSTON STATION	BLUE LINE	51	74	125	38.608981	-121.438097
WEEKDAY	07045	EMPLOYEE PLATFORM STAT	BLUE LINE	23	49	71	38.616665	-121.429792
WEEKDAY	07046	MARCONI/ARCADE STATION	BLUE LINE	111	304	415	38.622598	-121.423353
WEEKDAY	07047	ROSEVILLE ROAD STATION	BLUE LINE	53	165	218	38.639192	-121.400368
WEEKDAY	07048	WATT/I-80 WEST STATION	BLUE LINE	15	36	51	38.643349	-121.392759
WEEKDAY	07049	WATT/I-80 STATION	BLUE LINE	0	622	622	38.644794	-121.385357
WEEKDAY	07097	CRC STATION	BLUE LINE	0	709	709	38.456557	-121.418702
WEEKDAY	07098	CRC STATION	BLUE LINE	746	9	756	38.455279	-121.418466
WEEKDAY	07099	MORRISON CREEK STATION	BLUE LINE	16	28	44	38.464621	-121.462693
WEEKDAY	07100	MORRISON CREEK STATION	BLUE LINE	41	23	64	38.467839	-121.463416
WEEKDAY	07101	FRANKLIN STATION	BLUE LINE	71	199	271	38.462661	-121.446598
WEEKDAY	07102	FRANKLIN STATION	BLUE LINE	172	38	210	38.463024	-121.450520
WEEKDAY	07103	CENTER PARKWAY STATION	BLUE LINE	53	104	157	38.458547	-121.427958
WEEKDAY	07104	CENTER PARKWAY STATION	BLUE LINE	102	32	134	38.459305	-121.431895

SacRT Apr 2025 Sched Bus Stop Boarding/Alighting

DAY_OF_WEEK	(All)

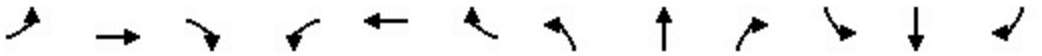
Row Labels	STOP_NAME	Sum of ON	Sum of OFF
01096	ARDEN WAY & ROYAL OAKS DR	101.9	16.5
01098	ARDEN WAY & BLUMENFELD DR	12.1	6.1
01099	ARDEN FAIR MALL & TERMINAL	385.5	370.1
01100	ARDEN WAY & CHALLENGE WAY	4.7	2.9
01101	ARDEN WAY & ETHAN WAY	4.2	10.0
01102	ARDEN WAY & HOWE AVE	9.9	21.1
01103	ARDEN WAY & BELL ST	23.3	19.1
01104	ARDEN WAY & CLINTON RD	3.5	10.2
01105	ARDEN WAY & FULTON AVE	8.4	29.4
01106	ARDEN WAY & BERKSHIRE WAY	0.3	4.7
01107	ARDEN WAY & MORSE AVE	9.7	14.2
01108	ARDEN WAY & PROFESSIONAL DR	6.8	14.8
01109	ARDEN WAY & WATT AVE	0.2	0.5
01110	ARDEN WAY & LA PLAYA WAY	0.1	0.1
01111	ARDEN WAY & LA SIERRA DR	0.0	0.1
01112	ARDEN WAY & ESPERANZA DR	0.0	0.3
01113	ARDEN WAY & EASTERN AVE	0.1	1.0
01114	ARDEN WAY & SURITA ST	0.0	0.0
01115	ARDEN WAY & MISSION AVE	0.0	0.1
01116	ARDEN WAY & PALOMA AVE	0.0	0.0
01147	ARDEN WAY & FAIR OAKS BLVD	2.1	0.3
01148	ARDEN WAY & PARK PLACE DR	0.1	0.0
01149	ARDEN WAY & MISSION AVE	0.2	0.4
01150	ARDEN WAY & PLUTO WAY	0.0	0.0
01151	ARDEN WAY & EASTERN AVE	0.8	0.1
01152	ARDEN WAY & CATHAY WAY	0.1	0.0
01153	ARDEN WAY & MAPLE GLEN RD	0.4	0.0
01154	ARDEN WAY & LA PLAYA WAY	0.0	0.0
01155	ARDEN WAY & WATT AVE	26.4	9.7
01156	ARDEN WAY & PROFESSIONAL DR	10.8	4.6
01157	ARDEN WAY & MORSE AVE	36.3	2.3
01158	ARDEN WAY & AVONDALE AVE	4.5	0.9
01159	ARDEN WAY & FULTON AVE	27.0	4.5
01160	ARDEN WAY & WRIGHT ST	11.5	4.2
01161	ARDEN WAY & BELL ST	18.4	21.1
01162	ARDEN WAY & HOWE AVE	21.4	12.8
01163	ARDEN WAY & CHALLENGE WAY	12.2	34.9
01164	ARDEN WAY & HERITAGE LN	127.0	108.9
01165	ARDEN WAY & HARVARD ST	6.2	12.4
01166	ARDEN WAY & BOXWOOD ST	6.5	53.8
01167	ARDEN WAY & BEAUMONT ST	4.8	17.9
01168	ARDEN WAY & CANTALIER ST	1.5	7.3
01635	ARDEN WAY & COLFAX ST	2.1	0.9
05271	ARDEN WAY & COLFAX ST	1.2	7.1
09807	ARDEN WAY & DEL PASO BLVD LR	474.3	467.2
Grand Total		**1366.4**	**1292.5**

Appendix F: Traffic Analysis Worksheets



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	1312	26	63	697	13	55	173	31	432
v/c Ratio	0.48	0.70	0.03	0.46	0.38	0.01	0.42	0.26	0.28	0.75
Control Delay (s/veh)	66.2	26.5	0.0	65.9	19.7	0.0	65.4	42.0	63.4	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.2	26.5	0.0	65.9	19.7	0.0	65.4	42.0	63.4	54.2
Queue Length 50th (ft)	50	410	0	47	171	0	41	61	23	163
Queue Length 95th (ft)	105	620	0	101	271	0	84	93	59	226
Internal Link Dist (ft)		1540			850			1083		1389
Turn Bay Length (ft)	225			185			135		50	
Base Capacity (vph)	475	1862	871	475	1862	871	475	1230	475	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.70	0.03	0.13	0.37	0.01	0.12	0.14	0.07	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1181	23	57	634	12	46	125	20	27	297	79
Future Volume (veh/h)	60	1181	23	57	634	12	46	125	20	27	297	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	67	1312	0	63	697	0	55	149	24	31	341	91
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	101	1583		98	1578		92	549	87	65	455	120
Arrive On Green	0.06	0.45	0.00	0.06	0.45	0.00	0.05	0.18	0.18	0.04	0.16	0.16
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	3049	482	1767	2761	727
Grp Volume(v), veh/h	67	1312	0	63	697	0	55	85	88	31	216	216
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1769	1767	1763	1725
Q Serve(g_s), s	3.1	27.0	0.0	2.9	11.2	0.0	2.5	3.4	3.5	1.4	9.6	9.9
Cycle Q Clear(g_c), s	3.1	27.0	0.0	2.9	11.2	0.0	2.5	3.4	3.5	1.4	9.6	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.42
Lane Grp Cap(c), veh/h	101	1583		98	1578		92	317	318	65	291	284
V/C Ratio(X)	0.66	0.83		0.64	0.44		0.60	0.27	0.28	0.47	0.74	0.76
Avail Cap(c_a), veh/h	653	2549		653	2549		653	860	863	653	860	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	20.0	0.0	38.2	15.7	0.0	38.3	29.2	29.2	39.0	32.8	32.9
Incr Delay (d2), s/veh	2.8	0.6	0.0	2.6	0.1	0.0	2.3	0.2	0.2	2.0	1.4	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	10.3	0.0	1.3	4.3	0.0	1.1	1.4	1.5	0.6	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	20.5	0.0	40.8	15.8	0.0	40.6	29.3	29.4	40.9	34.2	34.5
LnGrp LOS	D	C		D	B		D	C	C	D	C	C
Approach Vol, veh/h		1379			760			228			463	
Approach Delay, s/veh		21.5			17.9			32.1			34.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	19.3	10.2	43.3	8.6	20.6	10.1	43.4
Change Period (Y+Rc), s	5.5	5.7	5.5	6.3	5.5	5.7	5.5	6.3
Max Green Setting (Gmax), s	30.5	40.3	30.5	59.7	30.5	40.3	30.5	59.7
Max Q Clear Time (g_c+I1), s	4.5	11.9	5.1	13.2	3.4	5.5	4.9	29.0
Green Ext Time (p_c), s	0.1	1.7	0.1	3.6	0.0	0.6	0.1	8.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	17	1227	6	738	40	52
v/c Ratio	0.09	0.44	0.03	0.26	0.16	0.22
Control Delay (s/veh)	26.8	4.5	27.2	3.7	25.5	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.8	4.5	27.2	3.7	25.5	25.3
Queue Length 50th (ft)	5	68	2	33	11	14
Queue Length 95th (ft)	25	192	14	103	34	47
Internal Link Dist (ft)		850		643	408	330
Turn Bay Length (ft)	70		110			
Base Capacity (vph)	1108	3378	1108	3368	1027	960
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.36	0.01	0.22	0.04	0.05

Intersection Summary

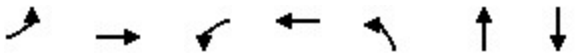
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1138	3	6	689	12	9	12	7	24	17	1
Future Volume (veh/h)	16	1138	3	6	689	12	9	12	7	24	17	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	17	1224	3	6	725	13	13	17	10	30	21	1
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.70	0.70	0.70	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	30	2217	5	11	2140	38	141	96	44	199	92	3
Arrive On Green	0.02	0.61	0.61	0.01	0.60	0.60	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1767	3608	9	1767	3543	64	342	904	416	700	873	31
Grp Volume(v), veh/h	17	598	629	6	361	377	40	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1767	1763	1844	1662	0	0	1604	0	0
Q Serve(g_s), s	0.4	9.0	9.0	0.2	4.6	4.6	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.4	9.0	9.0	0.2	4.6	4.6	0.9	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.03	0.32		0.25	0.58		0.02
Lane Grp Cap(c), veh/h	30	1083	1139	11	1065	1114	281	0	0	295	0	0
V/C Ratio(X)	0.57	0.55	0.55	0.53	0.34	0.34	0.14	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1187	2345	2467	1187	2345	2453	1195	0	0	1199	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	5.1	5.1	22.5	4.5	4.5	18.6	0.0	0.0	18.7	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.6	0.6	13.4	0.3	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	0.1	1.0	1.1	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	5.7	5.7	35.9	4.7	4.7	18.7	0.0	0.0	18.8	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	B			B		
Approach Vol, veh/h		1244			744			40			52	
Approach Delay, s/veh		6.0			5.0			18.7			18.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	32.0		9.1	3.8	32.5		9.1				
Change Period (Y+Rc), s	3.5	* 4.6		4.3	3.5	* 4.6		* 4.3				
Max Green Setting (Gmax), s	30.5	* 60		30.7	30.5	* 60		* 32				
Max Q Clear Time (g_c+I1), s	2.4	6.6		2.9	2.2	11.0		3.2				
Green Ext Time (p_c), s	0.0	7.9		0.1	0.0	16.9		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A

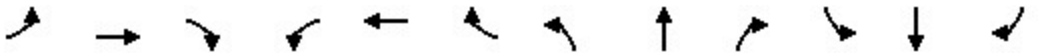
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	3	1355	68	694	91	121	163
v/c Ratio	0.01	0.66	0.31	0.28	0.63	0.45	0.58
Control Delay (s/veh)	31.0	14.2	35.8	6.1	50.9	35.5	38.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	14.2	35.8	6.1	50.9	35.5	38.7
Queue Length 50th (ft)	1	223	32	44	44	57	76
Queue Length 95th (ft)	9	329	68	142	64	75	122
Internal Link Dist (ft)		527		593		553	530
Turn Bay Length (ft)	100		100		65		
Base Capacity (vph)	229	2043	271	2443	292	545	555
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.66	0.25	0.28	0.31	0.22	0.29

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1018	147	64	644	8	64	38	47	28	108	6
Future Volume (veh/h)	3	1018	147	64	644	8	64	38	47	28	108	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	3	1184	171	68	685	9	91	54	67	32	124	7
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.70	0.70	0.70	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	14	1872	269	172	2479	33	225	106	132	79	176	9
Arrive On Green	0.01	0.61	0.61	0.10	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3093	445	1767	3563	47	1249	753	934	175	1248	64
Grp Volume(v), veh/h	3	673	682	68	339	355	91	0	121	163	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1775	1767	1763	1847	1249	0	1687	1488	0	0
Q Serve(g_s), s	0.1	19.5	19.7	2.9	5.8	5.8	0.0	0.0	5.3	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.1	19.5	19.7	2.9	5.8	5.8	7.9	0.0	5.3	8.8	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.03	1.00		0.55	0.20		0.04
Lane Grp Cap(c), veh/h	14	1067	1074	172	1226	1285	225	0	238	264	0	0
V/C Ratio(X)	0.21	0.63	0.63	0.39	0.28	0.28	0.40	0.00	0.51	0.62	0.00	0.00
Avail Cap(c_a), veh/h	232	1067	1074	274	1226	1285	452	0	544	578	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	10.1	10.1	33.9	4.6	4.6	32.9	0.0	31.8	33.2	0.0	0.0
Incr Delay (d2), s/veh	2.7	2.8	2.9	0.5	0.6	0.5	0.4	0.0	0.6	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.2	7.4	1.2	1.8	1.9	1.7	0.0	2.2	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	12.9	13.0	34.4	5.1	5.1	33.3	0.0	32.4	34.0	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1358			762			212			163	
Approach Delay, s/veh		13.0			7.7			32.8			34.0	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	60.4		15.5	11.4	53.1		15.5				
Change Period (Y+Rc), s	3.5	* 4.7		4.2	3.6	* 4.7		* 4.2				
Max Green Setting (Gmax), s	10.5	* 32		25.8	12.4	* 29		* 26				
Max Q Clear Time (g_c+I1), s	2.1	7.8		9.9	4.9	21.7		10.8				
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	5.8		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

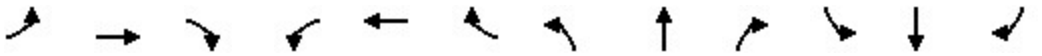


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	18	1195	53	874	18	481
v/c Ratio	0.09	0.77	0.27	0.65	0.03	1.01
Control Delay (s/veh)	33.2	24.9	36.1	21.7	13.2	71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	24.9	36.1	21.7	13.2	71.7
Queue Length 50th (ft)	8	288	25	173	4	~239
Queue Length 95th (ft)	28	#426	58	236	13	#439
Internal Link Dist (ft)		406		490	396	344
Turn Bay Length (ft)	90		115			
Base Capacity (vph)	229	1558	256	1339	618	477
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.77	0.21	0.65	0.03	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



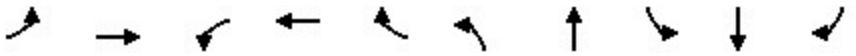
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1140	7	52	677	188	1	7	5	418	20	24
Future Volume (veh/h)	17	1140	7	52	677	188	1	7	5	418	20	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	18	1188	7	53	684	190	1	10	7	435	21	25
Peak Hour Factor	0.96	0.96	0.96	0.99	0.99	0.99	0.70	0.70	0.70	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	1352	8	199	1053	292	59	369	242	539	22	26
Arrive On Green	0.11	0.38	0.38	0.11	0.39	0.39	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1767	3593	21	1767	2725	757	34	1043	685	1281	62	74
Grp Volume(v), veh/h	18	583	612	53	442	432	18	0	0	481	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1852	1767	1763	1719	1762	0	0	1416	0	0
Q Serve(g_s), s	0.7	24.6	24.6	2.2	16.4	16.5	0.0	0.0	0.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	24.6	24.6	2.2	16.4	16.5	0.5	0.0	0.0	26.6	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.44	0.06		0.39	0.90		0.05
Lane Grp Cap(c), veh/h	199	663	697	199	681	664	671	0	0	587	0	0
V/C Ratio(X)	0.09	0.88	0.88	0.27	0.65	0.65	0.03	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	232	663	697	258	681	664	675	0	0	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.8	23.2	23.2	32.5	20.1	20.1	16.9	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	15.3	14.7	0.3	4.8	4.9	0.0	0.0	0.0	8.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	12.4	12.9	0.9	7.2	7.1	0.2	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	38.6	38.0	32.7	24.9	25.0	16.9	0.0	0.0	33.7	0.0	0.0
LnGrp LOS	C	D	D	C	C	C	B			C		
Approach Vol, veh/h		1213			927			18			481	
Approach Delay, s/veh		38.2			25.4			16.9			33.7	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	35.5		32.0	13.3	34.7		32.0				
Change Period (Y+Rc), s	3.5	* 4.6		* 3.7	4.3	* 4.6		3.7				
Max Green Setting (Gmax), s	10.5	* 29		* 29	11.7	* 28		28.3				
Max Q Clear Time (g_c+I1), s	2.7	18.5		2.5	4.2	26.6		28.6				
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	0.8		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	32.7	
HCM 7th LOS	C	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

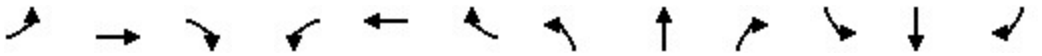


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	51	1565	41	874	211	31	53	307	315	75
v/c Ratio	0.16	0.86	0.25	0.48	0.23	0.19	0.29	0.89	0.90	0.18
Control Delay (s/veh)	51.7	33.5	44.4	15.6	4.5	53.6	28.9	73.9	74.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.7	33.5	44.4	15.6	4.5	53.6	28.9	73.9	74.9	2.6
Queue Length 50th (ft)	19	603	26	217	26	23	14	242	249	0
Queue Length 95th (ft)	39	#782	m45	258	72	55	55	#396	#407	11
Internal Link Dist (ft)		809		504			385		339	
Turn Bay Length (ft)	200		275		360	100		310		115
Base Capacity (vph)	314	1824	223	1830	919	410	416	360	366	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.86	0.18	0.48	0.23	0.08	0.13	0.85	0.86	0.17

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1413	58	39	830	200	28	17	31	479	75	67
Future Volume (veh/h)	48	1413	58	39	830	200	28	17	31	479	75	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	51	1503	62	41	874	211	31	19	34	598	0	75
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	314	1713	70	162	1744	778	152	51	92	674	0	300
Arrive On Green	0.09	0.50	0.50	0.18	0.99	0.99	0.09	0.09	0.09	0.19	0.00	0.19
Sat Flow, veh/h	3428	3451	142	1767	3526	1572	1767	596	1067	3534	0	1572
Grp Volume(v), veh/h	51	766	799	41	874	211	31	0	53	598	0	75
Grp Sat Flow(s),veh/h/ln	1714	1763	1830	1767	1763	1572	1767	0	1663	1767	0	1572
Q Serve(g_s), s	1.6	46.4	46.8	2.4	0.6	0.2	2.0	0.0	3.6	19.8	0.0	4.9
Cycle Q Clear(g_c), s	1.6	46.4	46.8	2.4	0.6	0.2	2.0	0.0	3.6	19.8	0.0	4.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	314	875	908	162	1744	778	152	0	143	674	0	300
V/C Ratio(X)	0.16	0.88	0.88	0.25	0.50	0.27	0.20	0.00	0.37	0.89	0.00	0.25
Avail Cap(c_a), veh/h	317	875	908	225	1744	778	414	0	390	766	0	341
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	26.9	27.0	45.5	0.3	0.3	51.0	0.0	51.8	47.3	0.0	41.3
Incr Delay (d2), s/veh	0.2	11.9	11.9	0.6	0.8	0.7	0.7	0.0	1.6	11.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	21.7	22.7	1.1	0.3	0.2	0.9	0.0	1.6	9.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.5	38.8	38.9	46.1	1.1	1.0	51.7	0.0	53.3	58.5	0.0	41.7
LnGrp LOS	D	D	D	D	A	A	D		D	E		D
Approach Vol, veh/h		1616			1126			84			673	
Approach Delay, s/veh		39.2			2.8			52.7			56.7	
Approach LOS		D			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	64.0		26.9	14.7	64.2		14.2				
Change Period (Y+Rc), s	3.9	* 4.6		4.0	3.7	* 4.6		3.9				
Max Green Setting (Gmax), s	11.1	* 38		26.0	15.3	* 34		28.1				
Max Q Clear Time (g_c+I1), s	3.6	2.6		21.8	4.4	48.8		5.6				
Green Ext Time (p_c), s	0.0	8.4		1.1	0.0	0.0		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

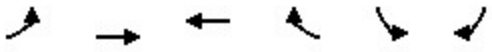
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1787	1149	741
v/c Ratio	0.89	0.57	0.78
Control Delay (s/veh)	14.7	2.8	25.0
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	14.7	2.8	25.0
Queue Length 50th (ft)	390	22	119
Queue Length 95th (ft)	#501	26	130
Internal Link Dist (ft)	504	1120	691
Turn Bay Length (ft)			
Base Capacity (vph)	2019	2019	1131
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.89	0.57	0.66

Intersection Summary

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1751	988	0	493	78
Future Volume (veh/h)	0	1751	988	0	493	78
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1787	1149	0	734	0
Peak Hour Factor	0.98	0.98	0.86	0.86	0.77	0.77
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2137	2137	0	873	389
Arrive On Green	0.00	0.61	1.00	0.00	0.25	0.00
Sat Flow, veh/h	0	3711	3711	0	3534	1572
Grp Volume(v), veh/h	0	1787	1149	0	734	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	24.3	0.0	0.0	11.8	0.0
Cycle Q Clear(g_c), s	0.0	24.3	0.0	0.0	11.8	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2137	2137	0	873	389
V/C Ratio(X)	0.00	0.84	0.54	0.00	0.84	0.00
Avail Cap(c_a), veh/h	0	2137	2137	0	1166	519
HCM Platoon Ratio	1.00	1.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.39	0.74	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.4	0.0	0.0	21.5	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.7	0.0	3.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	0.2	0.0	4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	11.1	0.7	0.0	24.8	0.0
LnGrp LOS		B	A		C	
Approach Vol, veh/h		1787	1149		734	
Approach Delay, s/veh		11.1	0.7		24.8	
Approach LOS		B	A		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	41.0	19.0	41.0
Change Period (Y+Rc), s	* 4.6	4.2	* 4.6
Max Green Setting (Gmax), s	* 31	19.8	* 31
Max Q Clear Time (g_c+I1), s	26.3	13.8	2.0
Green Ext Time (p_c), s	4.9	1.0	16.9

Intersection Summary	
HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

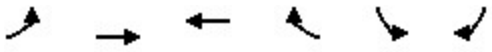
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	277	2030	1144
v/c Ratio	0.47	0.58	0.63
Control Delay (s/veh)	21.0	0.4	11.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	21.0	0.4	11.9
Queue Length 50th (ft)	90	0	134
Queue Length 95th (ft)	m112	0	171
Internal Link Dist (ft)		1120	90
Turn Bay Length (ft)	180		
Base Capacity (vph)	588	3505	1892
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.47	0.58	0.60

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



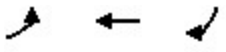
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	269	1969	972	0	0	0
Future Volume (veh/h)	269	1969	972	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	0		
Adj Flow Rate, veh/h	277	2030	1144	0		
Peak Hour Factor	0.97	0.97	0.85	0.85		
Percent Heavy Veh, %	3	3	3	0		
Cap, veh/h	676	3255	1637	0		
Arrive On Green	0.76	1.00	0.46	0.00		
Sat Flow, veh/h	1767	3618	3711	0		
Grp Volume(v), veh/h	277	2030	1144	0		
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	0		
Q Serve(g_s), s	3.2	0.0	15.4	0.0		
Cycle Q Clear(g_c), s	3.2	0.0	15.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	676	3255	1637	0		
V/C Ratio(X)	0.41	0.62	0.70	0.00		
Avail Cap(c_a), veh/h	676	3255	1904	0		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.41	0.41	1.00	0.00		
Uniform Delay (d), s/veh	4.7	0.0	12.7	0.0		
Incr Delay (d2), s/veh	0.1	0.4	2.5	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	0.2	5.7	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	4.8	0.4	15.2	0.0		
LnGrp LOS	A	A	B			
Approach Vol, veh/h		2307	1144			
Approach Delay, s/veh		0.9	15.2			
Approach LOS		A	B			

Timer - Assigned Phs	2			5	6
Phs Duration (G+Y+Rc), s	60.0			27.5	32.5
Change Period (Y+Rc), s	* 4.6			* 4.6	* 4.6
Max Green Setting (Gmax), s	* 55			* 19	* 32
Max Q Clear Time (g_c+I1), s	2.0			5.2	17.4
Green Ext Time (p_c), s	45.9			0.3	10.4

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A

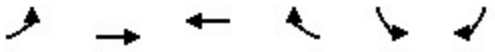
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	WBT	SBR
Lane Group Flow (vph)	91	1486	204
v/c Ratio	0.27	0.36	0.64
Control Delay (s/veh)	21.2	6.4	28.7
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	21.2	6.4	28.7
Queue Length 50th (ft)	28	114	62
Queue Length 95th (ft)	49	129	95
Internal Link Dist (ft)		602	
Turn Bay Length (ft)	465		
Base Capacity (vph)	627	4175	584
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.36	0.35

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	0	1300	38	0	167
Future Volume (veh/h)	73	0	1300	38	0	167
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	0	1856	1856	0	1856
Adj Flow Rate, veh/h	91	0	1444	42	0	204
Peak Hour Factor	0.80	0.80	0.90	0.90	0.82	0.82
Percent Heavy Veh, %	3	0	3	3	0	3
Cap, veh/h	138	0	0	0	0	0
Arrive On Green	0.08	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1767	91	0		0	
Grp Volume(v), veh/h	91	28.9	0.0		0.0	
Grp Sat Flow(s),veh/h/ln	1767	C				
Q Serve(g_s), s	3.0					
Cycle Q Clear(g_c), s	3.0					
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	138					
V/C Ratio(X)	0.66					
Avail Cap(c_a), veh/h	633					
HCM Platoon Ratio	1.00					
Upstream Filter(I)	1.00					
Uniform Delay (d), s/veh	26.9					
Incr Delay (d2), s/veh	2.0					
Initial Q Delay(d3), s/veh	0.0					
%ile BackOfQ(50%),veh/ln	1.3					
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.9					
LnGrp LOS	C					
Approach Vol, veh/h						
Approach Delay, s/veh						
Approach LOS						

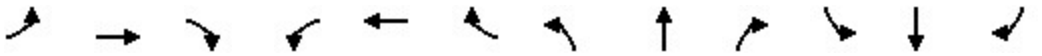
Timer - Assigned Phs	7
Phs Duration (G+Y+Rc), s	9.2
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	21.5
Max Q Clear Time (g_c+I1), s	5.0
Green Ext Time (p_c), s	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	52	2218	80	1385	80	91	25	19	37	4
v/c Ratio	0.28	0.53	0.38	0.32	0.58	0.34	0.12	0.22	0.22	0.02
Control Delay (s/veh)	57.8	12.2	55.6	8.3	68.2	52.8	1.1	59.8	57.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.8	12.2	55.6	8.3	68.2	52.8	1.1	59.8	57.0	0.3
Queue Length 50th (ft)	20	252	30	108	67	38	0	15	16	0
Queue Length 95th (ft)	41	352	59	120	94	52	0	34	27	0
Internal Link Dist (ft)		602		557		447			221	
Turn Bay Length (ft)	330		220		150		150	50		50
Base Capacity (vph)	595	4209	595	4304	260	495	315	265	515	322
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.53	0.13	0.32	0.31	0.18	0.08	0.07	0.07	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1911	174	71	1223	10	115	6	20	27	12	3
Future Volume (veh/h)	49	1911	174	71	1223	10	115	6	20	27	12	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	2033	185	80	1374	11	160	22	19	39	17	4
Peak Hour Factor	0.94	0.94	0.94	0.89	0.89	0.89	0.72	0.72	0.72	0.70	0.70	0.70
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	141	4120	375	160	4555	36	224	118	100	153	80	68
Arrive On Green	0.04	0.69	0.69	0.09	1.00	1.00	0.06	0.06	0.06	0.04	0.04	0.04
Sat Flow, veh/h	3428	5999	545	3428	6581	53	3534	1856	1572	3534	1856	1572
Grp Volume(v), veh/h	52	1622	596	80	999	386	160	22	19	39	17	4
Grp Sat Flow(s),veh/h/ln	1714	1596	1757	1714	1596	1846	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.8	19.3	19.3	2.7	0.0	0.0	5.3	1.3	1.4	1.3	1.1	0.3
Cycle Q Clear(g_c), s	1.8	19.3	19.3	2.7	0.0	0.0	5.3	1.3	1.4	1.3	1.1	0.3
Prop In Lane	1.00		0.31	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	3288	1207	160	3313	1278	224	118	100	153	80	68
V/C Ratio(X)	0.37	0.49	0.49	0.50	0.30	0.30	0.71	0.19	0.19	0.26	0.21	0.06
Avail Cap(c_a), veh/h	600	3288	1207	600	3313	1278	577	303	257	589	309	262
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	8.9	8.9	53.1	0.0	0.0	55.1	53.3	53.3	55.5	55.4	55.1
Incr Delay (d2), s/veh	0.6	0.5	1.4	0.9	0.2	0.6	1.6	0.3	0.3	0.3	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.3	7.3	1.1	0.1	0.2	2.4	0.6	0.6	0.6	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	9.4	10.4	54.0	0.2	0.6	56.7	53.5	53.6	55.9	55.9	55.2
LnGrp LOS	E	A	B	D	A	A	E	D	D	E	E	E
Approach Vol, veh/h		2270			1465			201			60	
Approach Delay, s/veh		10.8			3.3			56.1			55.8	
Approach LOS		B			A			E			E	

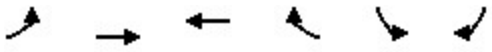
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	87.9		10.2	9.6	87.2		13.0				
Change Period (Y+Rc), s	4.0	* 4.8		5.0	4.0	4.8		5.4				
Max Green Setting (Gmax), s	21.0	* 40		20.0	21.0	40.2		19.6				
Max Q Clear Time (g_c+I1), s	3.8	2.0		3.3	4.7	21.3		7.3				
Green Ext Time (p_c), s	0.1	17.6		0.1	0.1	16.5		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		11.0
HCM 7th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	1841	1312	6	0	11
Future Volume (Veh/h)	42	1841	1312	6	0	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.89	0.89	0.70	0.70
Hourly flow rate (vph)	48	2116	1474	7	0	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		637	616			
pX, platoon unblocked	0.93				0.83	0.93
vC, conflicting volume	1481				2279	372
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1141				1137	0
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	91				100	98
cM capacity (veh/h)	560				147	1005

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	48	705	705	705	421	421	421	218	16
Volume Left	48	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	7	16
cSH	560	1700	1700	1700	1700	1700	1700	1700	1005
Volume to Capacity	0.09	0.41	0.41	0.41	0.25	0.25	0.25	0.13	0.02
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	1
Control Delay (s/veh)	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6
Lane LOS	B								A
Approach Delay (s/veh)	0.3				0.0				8.6
Approach LOS									A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

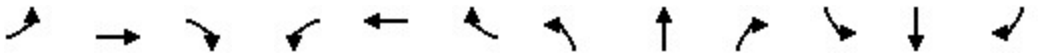
* Value less than 0.01.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	25	2175	95	1388	42	78	20	20	24
v/c Ratio	0.26	0.50	0.43	0.29	0.40	0.31	0.22	0.21	0.13
Control Delay (s/veh)	65.4	5.4	59.4	7.3	64.1	22.2	59.7	59.2	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.4	5.4	59.4	7.3	64.1	22.2	59.7	59.2	1.5
Queue Length 50th (ft)	20	86	37	116	35	7	15	15	0
Queue Length 95th (ft)	m41	90	64	167	57	20	43	43	0
Internal Link Dist (ft)		536		389		453		280	
Turn Bay Length (ft)	200		380		80		60		
Base Capacity (vph)	296	4359	575	4719	334	668	352	367	412
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.50	0.17	0.29	0.13	0.12	0.06	0.05	0.06

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1734	93	88	1270	20	35	8	41	22	15	22
Future Volume (veh/h)	21	1734	93	88	1270	20	35	8	41	22	15	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	25	2064	111	95	1366	22	40	25	59	20	22	24
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.70	0.70	0.70	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	50	4347	234	164	4665	75	97	102	87	79	82	70
Arrive On Green	0.06	1.00	1.00	0.05	0.72	0.72	0.06	0.06	0.06	0.04	0.04	0.04
Sat Flow, veh/h	1767	6247	336	3428	6519	105	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	25	1582	593	95	1003	385	40	25	59	20	22	24
Grp Sat Flow(s),veh/h/ln	1767	1596	1795	1714	1596	1837	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	1.6	0.0	0.0	3.3	9.0	9.1	2.6	1.5	4.4	1.3	1.4	1.8
Cycle Q Clear(g_c), s	1.6	0.0	0.0	3.3	9.0	9.1	2.6	1.5	4.4	1.3	1.4	1.8
Prop In Lane	1.00		0.19	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	50	3331	1249	164	3425	1314	97	102	87	79	82	70
V/C Ratio(X)	0.50	0.47	0.47	0.58	0.29	0.29	0.41	0.24	0.68	0.25	0.27	0.34
Avail Cap(c_a), veh/h	299	3331	1249	580	3425	1314	371	390	330	374	393	333
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	0.0	55.9	6.1	6.1	54.8	54.3	55.7	55.4	55.4	55.6
Incr Delay (d2), s/veh	2.9	0.5	1.3	1.2	0.2	0.6	1.0	0.5	3.5	0.6	0.6	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.4	1.4	2.9	3.4	1.2	0.7	1.8	0.6	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.6	0.5	1.3	57.1	6.4	6.7	55.8	54.8	59.1	56.0	56.1	56.7
LnGrp LOS	E	A	A	E	A	A	E	D	E	E	E	E
Approach Vol, veh/h		2200			1483			124			66	
Approach Delay, s/veh		1.4			9.7			57.2			56.3	
Approach LOS		A			A			E			E	

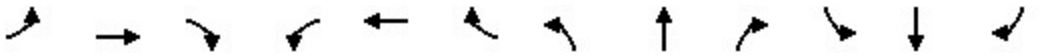
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	90.6		9.9	10.4	88.2		11.4				
Change Period (Y+Rc), s	4.7	* 4.7		4.6	4.7	* 4.7		4.8				
Max Green Setting (Gmax), s	20.3	* 30		25.4	20.3	* 30		25.2				
Max Q Clear Time (g_c+I1), s	3.6	11.1		3.8	5.3	2.0		6.4				
Green Ext Time (p_c), s	0.0	11.9		0.1	0.1	23.1		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.3
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

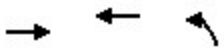


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1761	1	0	1352	20	0	0	3	0	0	16
Future Volume (Veh/h)	24	1761	1	0	1352	20	0	0	3	0	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.70	0.92	0.70
Hourly flow rate (vph)	34	2516	1	0	1470	22	0	0	3	0	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1492			2517			2975	4077	839	2391	4066	379
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1492			2517			2975	4077	839	2391	4066	379
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.6	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			100	100	99	100	100	96
cM capacity (veh/h)	441			177			6	2	309	16	2	616

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	34	1006	1006	504	420	420	420	232	3	23
Volume Left	34	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	1	0	0	0	22	3	23
cSH	441	1700	1700	1700	1700	1700	1700	1700	309	616
Volume to Capacity	0.08	0.59	0.59	0.30	0.25	0.25	0.25	0.14	0.00*	0.04
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	1	3
Control Delay (s/veh)	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8	11.1
Lane LOS	B								C	B
Approach Delay (s/veh)	0.2				0.0				16.8	11.1
Approach LOS									C	B

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	44.0%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	549	477	1059
v/c Ratio	0.65	0.39	0.36
Control Delay (s/veh)	23.8	19.4	7.5
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	23.8	19.4	7.5
Queue Length 50th (ft)	95	53	60
Queue Length 95th (ft)	113	67	104
Internal Link Dist (ft)	106	342	148
Turn Bay Length (ft)			
Base Capacity (vph)	1764	2534	2910
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.31	0.19	0.36

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	461	0	0	415	964	0
Future Volume (veh/h)	461	0	0	415	964	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	0	0	1856	1856	0
Adj Flow Rate, veh/h	549	0	0	477	1059	0
Peak Hour Factor	0.84	0.84	0.87	0.87	0.91	0.91
Percent Heavy Veh, %	3	0	0	3	3	0
Cap, veh/h	769	0	0	1105	0	0
Arrive On Green	0.22	0.00	0.00	0.22	0.33	0.00
Sat Flow, veh/h	3711	0	0	5400	0	0
Grp Volume(v), veh/h	549	0	0	477	0	0
Grp Sat Flow(s),veh/h/ln	1763	0	0	1689	0	0
Q Serve(g_s), s	8.7	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	4.9	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	769	0	0	1105	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1775	0	0	2550	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.2	0.0	0.0	20.3	0.0	0.0
LnGrp LOS	C			C		
Approach Vol, veh/h	549			477	0	
Approach Delay, s/veh	22.2			20.3	0.0	
Approach LOS	C			C		

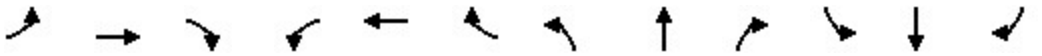
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	17.9				17.9	25.0
Change Period (Y+Rc), s	4.8				4.8	5.4
Max Green Setting (Gmax), s	30.2				30.2	19.6
Max Q Clear Time (g_c+I1), s	6.9				10.7	0.0
Green Ext Time (p_c), s	2.2				2.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	535	652	467	247	11	530	950
v/c Ratio	0.58	0.70	0.62	0.32	0.03	0.40	0.68
Control Delay (s/veh)	46.6	49.5	45.2	39.8	0.1	23.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.6	49.5	45.2	39.8	0.1	23.6	29.3
Queue Length 50th (ft)	141	176	171	85	0	148	313
Queue Length 95th (ft)	196	239	241	132	0	241	479
Internal Link Dist (ft)	640	453		536			407
Turn Bay Length (ft)			310		175		
Base Capacity (vph)	2185	2185	1524	1571	731	1517	1592
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.30	0.31	0.16	0.02	0.35	0.60

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	498	0	0	619	0	444	235	10	518	781	3
Future Volume (veh/h)	0	498	0	0	619	0	444	235	10	518	781	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	0	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	535	0	0	652	0	467	247	0	589	888	3
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	0	0	3	0	3	3	3	3	3	3
Cap, veh/h	0	937	0	0	937	0	732	752		1409	1474	5
Arrive On Green	0.00	0.18	0.00	0.00	0.18	0.00	0.21	0.21	0.00	0.40	0.40	0.40
Sat Flow, veh/h	0	5400	0	0	5400	0	3428	3526	1572	3534	3696	12
Grp Volume(v), veh/h	0	535	0	0	652	0	467	247	0	589	446	445
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	0	1714	1763	1572	1767	1856	1853
Q Serve(g_s), s	0.0	8.0	0.0	0.0	10.0	0.0	10.3	4.9	0.0	10.0	15.7	15.7
Cycle Q Clear(g_c), s	0.0	8.0	0.0	0.0	10.0	0.0	10.3	4.9	0.0	10.0	15.7	15.7
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	937	0	0	937	0	732	752		1409	740	739
V/C Ratio(X)	0.00	0.57	0.00	0.00	0.70	0.00	0.64	0.33		0.42	0.60	0.60
Avail Cap(c_a), veh/h	0	2972	0	0	2972	0	2078	2137		2407	1263	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	30.8	0.0	0.0	31.6	0.0	29.7	27.6	0.0	18.0	19.7	19.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0	1.3	0.3	0.0	0.3	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	4.0	0.0	4.2	2.1	0.0	3.9	6.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.0	0.0	0.0	31.9	0.0	30.9	27.9	0.0	18.2	20.8	20.8
LnGrp LOS		C			C		C	C		B	C	C
Approach Vol, veh/h		535			652			714			1480	
Approach Delay, s/veh		31.0			31.9			29.9			19.8	
Approach LOS		C			C			C			B	

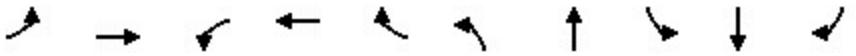
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.7	23.5	20.7	38.6
Change Period (Y+Rc), s	5.4	5.8	5.4	5.6
Max Green Setting (Gmax), s	48.6	50.2	48.6	56.4
Max Q Clear Time (g_c+I1), s	10.0	12.3	12.0	17.7
Green Ext Time (p_c), s	2.7	5.4	3.3	15.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Notes

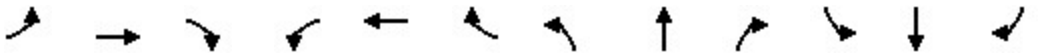
User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	69	507	21	291	57	6	58	82	85	142
v/c Ratio	0.13	0.39	0.04	0.23	0.13	0.01	0.13	0.21	0.21	0.30
Control Delay (s/veh)	21.5	14.4	22.8	19.9	6.6	23.4	20.9	24.3	24.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.5	14.4	22.8	19.9	6.6	23.4	20.9	24.3	24.3	7.6
Queue Length 50th (ft)	21	59	6	35	0	2	15	28	29	0
Queue Length 95th (ft)	57	138	26	58	22	11	44	63	64	30
Internal Link Dist (ft)		342		433			154		334	
Turn Bay Length (ft)	105		115		190	65		80		
Base Capacity (vph)	1192	3055	1202	4398	1378	1199	1216	1291	1307	1247
Starvation Cap Reductn	0	13	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.17	0.02	0.07	0.04	0.01	0.05	0.06	0.07	0.11

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	436	5	21	288	56	5	35	12	117	13	111
Future Volume (veh/h)	60	436	5	21	288	56	5	35	12	117	13	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	69	501	6	21	291	57	6	43	15	162	0	142
Peak Hour Factor	0.87	0.87	0.87	0.99	0.99	0.99	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	1016	12	107	887	275	227	168	59	679	0	302
Arrive On Green	0.16	0.28	0.28	0.06	0.18	0.18	0.13	0.13	0.13	0.19	0.00	0.19
Sat Flow, veh/h	1767	3568	43	1767	5066	1572	1767	1314	459	3534	0	1572
Grp Volume(v), veh/h	69	247	260	21	291	57	6	0	58	162	0	142
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1689	1572	1767	0	1773	1767	0	1572
Q Serve(g_s), s	1.8	6.0	6.0	0.6	2.6	1.6	0.2	0.0	1.5	2.0	0.0	4.1
Cycle Q Clear(g_c), s	1.8	6.0	6.0	0.6	2.6	1.6	0.2	0.0	1.5	2.0	0.0	4.1
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	280	502	526	107	887	275	227	0	227	679	0	302
V/C Ratio(X)	0.25	0.49	0.49	0.20	0.33	0.21	0.03	0.00	0.26	0.24	0.00	0.47
Avail Cap(c_a), veh/h	1024	1725	1808	1045	4957	1539	1038	0	1042	2743	0	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	15.3	15.3	23.0	18.6	18.1	19.6	0.0	20.2	17.6	0.0	18.4
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	2.3	0.2	0.9	0.5	0.1	0.0	0.6	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	15.6	15.6	23.3	18.6	18.3	19.6	0.0	20.4	17.7	0.0	18.9
LnGrp LOS	B	B	B	C	B	B	B		C	B		B
Approach Vol, veh/h		576			369			64			304	
Approach Delay, s/veh		16.0			18.8			20.3			18.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	13.7		14.0	7.7	19.3		10.4				
Change Period (Y+Rc), s	5.2	* 4.7		4.1	4.6	* 4.7		3.8				
Max Green Setting (Gmax), s	29.8	* 50		39.9	30.4	* 50		30.2				
Max Q Clear Time (g_c+I1), s	3.8	4.6		6.1	2.6	8.0		3.5				
Green Ext Time (p_c), s	0.1	1.5		0.5	0.0	2.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	34	1	8	18	54	23	9	602	21
Future Vol, veh/h	0	0	4	34	1	8	18	54	23	9	602	21
Peak Hour Factor	1.00	1.00	1.00	0.72	0.72	0.72	0.91	0.91	0.91	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	4	47	1	11	20	59	25	10	640	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	9.4	8.5	21.2
HCM LOS	A	A	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	79%	1%
Vol Thru, %	57%	0%	2%	95%
Vol Right, %	24%	100%	19%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	4	43	632
LT Vol	18	0	34	9
Through Vol	54	0	1	602
RT Vol	23	4	8	21
Lane Flow Rate	104	4	60	672
Geometry Grp	1	1	1	1
Degree of Util (X)	0.136	0.006	0.095	0.79
Departure Headway (Hd)	4.698	5.153	5.7	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	691	627	854
Service Time	2.734	3.21	3.748	2.251
HCM Lane V/C Ratio	0.136	0.006	0.096	0.787
HCM Control Delay, s/veh	8.5	8.2	9.4	21.2
HCM Lane LOS	A	A	A	C
HCM 95th-tile Q	0.5	0	0.3	8.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↰	↱
Traffic Vol, veh/h	38	1	9	8	4	5	20	96	5	7	199	620
Future Vol, veh/h	38	1	9	8	4	5	20	96	5	7	199	620
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	71	71	71	80	80	80	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	41	1	10	11	6	7	25	120	6	8	216	674

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	404	408	216	405	1079	123	890	0	0	126	0	0
Stage 1	232	232	-	173	173	-	-	-	-	-	-	-
Stage 2	173	176	-	232	905	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	555	531	821	554	218	925	757	-	-	1454	-	-
Stage 1	769	711	-	826	754	-	-	-	-	-	-	-
Stage 2	827	751	-	769	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	511	506	821	521	207	925	757	-	-	1454	-	-
Mov Cap-2 Maneuver	511	506	-	521	207	-	-	-	-	-	-	-
Stage 1	760	702	-	797	727	-	-	-	-	-	-	-
Stage 2	785	725	-	749	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.23	13.99	1.64	0.06
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	550	424	61	-	-
HCM Lane V/C Ratio	0.033	-	-	0.095	0.056	0.005	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	12.2	14	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	23	31	212	16	50	991
v/c Ratio	0.06	0.09	0.17	0.01	0.14	0.66
Control Delay (s/veh)	21.6	10.4	7.9	4.1	21.7	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	10.4	7.9	4.1	21.7	7.2
Queue Length 50th (ft)	6	0	39	0	14	166
Queue Length 95th (ft)	20	13	71	7	44	297
Internal Link Dist (ft)	294		219			201
Turn Bay Length (ft)				140	160	
Base Capacity (vph)	1236	1115	1737	1477	1236	1845
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.03	0.12	0.01	0.04	0.54

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	22	189	14	48	951
Future Volume (veh/h)	16	22	189	14	48	951
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	23	31	212	16	50	991
Peak Hour Factor	0.70	0.70	0.89	0.89	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	188	167	824	698	177	1205
Arrive On Green	0.11	0.11	0.44	0.44	0.10	0.65
Sat Flow, veh/h	1767	1572	1856	1572	1767	1856
Grp Volume(v), veh/h	23	31	212	16	50	991
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	1572	1767	1856
Q Serve(g_s), s	0.4	0.6	2.4	0.2	0.9	13.3
Cycle Q Clear(g_c), s	0.4	0.6	2.4	0.2	0.9	13.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	188	167	824	698	177	1205
V/C Ratio(X)	0.12	0.19	0.26	0.02	0.28	0.82
Avail Cap(c_a), veh/h	1624	1445	2818	2388	1624	2818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	13.5	5.8	5.2	13.8	4.4
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.0	0.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.5	0.0	0.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.5	13.7	5.9	5.2	14.1	4.9
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	54		228			1041
Approach Delay, s/veh	13.6		5.8			5.4
Approach LOS	B		A			A

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				26.2		7.0	6.8	19.3
Change Period (Y+Rc), s				* 4.6		3.5	3.5	* 4.6
Max Green Setting (Gmax), s				* 50		30.5	30.5	* 50
Max Q Clear Time (g_c+I1), s				15.3		2.6	2.9	4.4
Green Ext Time (p_c), s				6.2		0.1	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

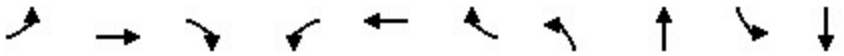
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2174	432	0	0	0	35
Future Vol, veh/h	2174	432	0	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	92	92	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2241	445	0	0	0	50

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	1121
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.16
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.93
Pot Cap-1 Maneuver	-	-		0	171
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	171
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	34.54
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	171	-	-
HCM Lane V/C Ratio	0.292	-	-
HCM Ctrl Dly (s/v)	34.5	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	1113	31	32	1414	16	158	366	32	225
v/c Ratio	0.59	0.56	0.03	0.31	0.81	0.02	0.70	0.53	0.31	0.64
Control Delay (s/veh)	69.1	20.1	0.1	65.9	32.2	0.1	68.6	47.9	65.9	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.1	20.1	0.1	65.9	32.2	0.1	68.6	47.9	65.9	49.5
Queue Length 50th (ft)	72	299	0	24	474	0	119	141	24	67
Queue Length 95th (ft)	140	465	0	62	#710	0	208	207	64	121
Internal Link Dist (ft)		1540			850			1083		1389
Turn Bay Length (ft)	225			185			135		50	
Base Capacity (vph)	444	2002	930	444	1739	818	444	1143	444	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.56	0.03	0.07	0.81	0.02	0.36	0.32	0.07	0.20

Intersection Summary

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1013	28	28	1244	14	142	273	57	30	137	77
Future Volume (veh/h)	86	1013	28	28	1244	14	142	273	57	30	137	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	1113	0	32	1414	0	158	303	63	32	144	81
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.90	0.90	0.90	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	122	1774		65	1659		194	498	102	65	218	116
Arrive On Green	0.07	0.50	0.00	0.04	0.47	0.00	0.11	0.17	0.17	0.04	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	2913	597	1767	2222	1183
Grp Volume(v), veh/h	95	1113	0	32	1414	0	158	182	184	32	113	112
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	1763	1748	1767	1763	1643
Q Serve(g_s), s	4.8	20.9	0.0	1.6	32.3	0.0	8.0	8.7	8.9	1.6	5.6	6.0
Cycle Q Clear(g_c), s	4.8	20.9	0.0	1.6	32.3	0.0	8.0	8.7	8.9	1.6	5.6	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.72
Lane Grp Cap(c), veh/h	122	1774		65	1659		194	301	299	65	173	161
V/C Ratio(X)	0.78	0.63		0.50	0.85		0.82	0.60	0.62	0.50	0.65	0.70
Avail Cap(c_a), veh/h	592	2312		592	2312		592	780	774	592	780	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	16.4	0.0	43.0	21.3	0.0	39.6	34.9	35.0	43.0	39.6	39.8
Incr Delay (d2), s/veh	4.0	0.1	0.0	2.2	1.7	0.0	3.2	0.7	0.8	2.2	1.6	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.9	0.0	0.7	12.8	0.0	3.6	3.7	3.8	0.7	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.6	16.5	0.0	45.2	23.0	0.0	42.8	35.6	35.7	45.2	41.1	41.8
LnGrp LOS	D	B		D	C		D	D	D	D	D	D
Approach Vol, veh/h		1208			1446			524			257	
Approach Delay, s/veh		18.8			23.5			37.8			41.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	14.6	11.8	49.1	8.8	21.3	8.8	52.1
Change Period (Y+Rc), s	5.5	5.7	5.5	6.3	5.5	5.7	5.5	6.3
Max Green Setting (Gmax), s	30.5	40.3	30.5	59.7	30.5	40.3	30.5	59.7
Max Q Clear Time (g_c+I1), s	10.0	8.0	6.8	34.3	3.6	10.9	3.6	22.9
Green Ext Time (p_c), s	0.2	0.9	0.1	8.6	0.0	1.4	0.0	6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.4
HCM 7th LOS	C

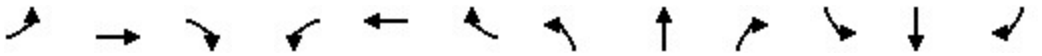
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	16	1112	12	1394	79	44
v/c Ratio	0.10	0.41	0.08	0.52	0.34	0.17
Control Delay (s/veh)	35.5	4.8	35.5	5.8	34.1	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.5	4.8	35.5	5.8	34.1	25.2
Queue Length 50th (ft)	5	66	4	94	25	10
Queue Length 95th (ft)	29	189	24	271	81	43
Internal Link Dist (ft)		850		643	408	330
Turn Bay Length (ft)	70		110			
Base Capacity (vph)	899	3158	899	3145	837	866
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.35	0.01	0.44	0.09	0.05

Intersection Summary



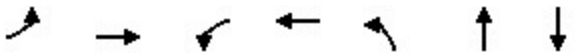
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1043	2	11	1233	22	23	38	6	10	17	9
Future Volume (veh/h)	15	1043	2	11	1233	22	23	38	6	10	17	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	16	1110	2	12	1370	24	27	45	7	12	21	11
Peak Hour Factor	0.94	0.94	0.94	0.90	0.90	0.90	0.84	0.84	0.84	0.82	0.82	0.82
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	28	2337	4	22	2282	40	134	124	16	114	109	46
Arrive On Green	0.02	0.65	0.65	0.01	0.64	0.64	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1767	3611	7	1767	3545	62	404	1131	149	261	999	420
Grp Volume(v), veh/h	16	542	570	12	681	713	79	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1854	1767	1763	1844	1684	0	0	1680	0	0
Q Serve(g_s), s	0.5	8.4	8.4	0.4	12.0	12.1	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	8.4	8.4	0.4	12.0	12.1	2.2	0.0	0.0	1.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.03	0.34		0.09	0.27		0.25
Lane Grp Cap(c), veh/h	28	1141	1200	22	1135	1187	274	0	0	269	0	0
V/C Ratio(X)	0.57	0.47	0.47	0.56	0.60	0.60	0.29	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	1004	1983	2086	1004	1983	2074	1028	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.2	4.8	4.8	26.4	5.6	5.6	22.3	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.4	0.4	8.1	0.7	0.7	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.1	0.2	2.9	3.1	0.9	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	5.2	5.2	34.4	6.3	6.2	22.5	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C			C		
Approach Vol, veh/h		1128			1406			79			44	
Approach Delay, s/veh		5.6			6.5			22.5			21.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.3	39.2		10.2	4.2	39.4		10.2				
Change Period (Y+Rc), s	3.5	* 4.6		4.3	3.5	* 4.6		* 4.3				
Max Green Setting (Gmax), s	30.5	* 60		30.7	30.5	* 60		* 32				
Max Q Clear Time (g_c+I1), s	2.5	14.1		4.2	2.4	10.4		3.2				
Green Ext Time (p_c), s	0.0	20.5		0.2	0.0	14.4		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	6.9	
HCM 7th LOS	A	

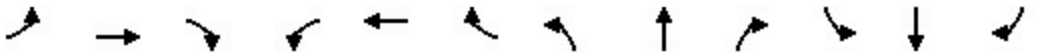
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	4	1089	53	1107	233	156	88
v/c Ratio	0.02	0.56	0.24	0.50	0.77	0.40	0.22
Control Delay (s/veh)	31.0	15.6	34.8	11.4	44.8	27.9	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	15.6	34.8	11.4	44.8	27.9	22.2
Queue Length 50th (ft)	2	200	24	124	109	66	33
Queue Length 95th (ft)	10	321	57	327	140	90	61
Internal Link Dist (ft)		527		593		553	530
Turn Bay Length (ft)	100		100		65		
Base Capacity (vph)	273	1940	271	2199	428	543	559
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.56	0.20	0.50	0.54	0.29	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	986	71	52	1081	15	184	53	70	17	55	6
Future Volume (veh/h)	4	986	71	52	1081	15	184	53	70	17	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	4	1016	73	53	1092	15	233	67	89	19	62	7
Peak Hour Factor	0.97	0.97	0.97	0.99	0.99	0.99	0.79	0.79	0.79	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	19	1878	135	153	2279	31	363	140	187	96	266	27
Arrive On Green	0.01	0.56	0.56	0.09	0.64	0.64	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1767	3336	240	1767	3561	49	1321	723	960	215	1368	137
Grp Volume(v), veh/h	4	537	552	53	541	566	233	0	156	88	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1812	1767	1763	1847	1321	0	1683	1719	0	0
Q Serve(g_s), s	0.2	15.3	15.3	2.3	12.7	12.7	9.6	0.0	6.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	15.3	15.3	2.3	12.7	12.7	12.6	0.0	6.6	3.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	1.00		0.57	0.22		0.08
Lane Grp Cap(c), veh/h	19	992	1020	153	1128	1182	363	0	327	389	0	0
V/C Ratio(X)	0.21	0.54	0.54	0.35	0.48	0.48	0.64	0.00	0.48	0.23	0.00	0.00
Avail Cap(c_a), veh/h	276	992	1020	274	1128	1182	533	0	543	608	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.2	11.0	11.0	34.4	7.5	7.5	30.7	0.0	28.6	27.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	2.1	2.1	0.5	1.5	1.4	0.7	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.8	6.0	1.0	4.4	4.6	4.2	0.0	2.6	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	13.1	13.0	34.9	8.9	8.9	31.4	0.0	29.0	27.4	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1093			1160			389			88	
Approach Delay, s/veh		13.2			10.1			30.4			27.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	56.0		19.7	10.5	49.8		19.7				
Change Period (Y+Rc), s	3.5	* 4.7		4.2	3.6	* 4.7		* 4.2				
Max Green Setting (Gmax), s	12.5	* 30		25.8	12.4	* 29		* 26				
Max Q Clear Time (g_c+I1), s	2.2	14.7		14.6	4.3	17.3		5.3				
Green Ext Time (p_c), s	0.0	8.2		0.8	0.0	7.0		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.8
HCM 7th LOS		B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

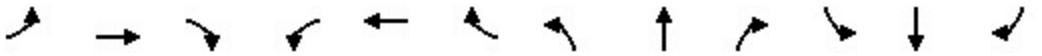


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	31	1102	14	1737	141	295
v/c Ratio	0.16	0.55	0.07	1.12	0.26	0.90
Control Delay (s/veh)	34.3	13.8	32.8	85.8	9.8	56.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.3	13.8	32.8	85.8	9.8	56.3
Queue Length 50th (ft)	14	158	6	~546	19	133
Queue Length 95th (ft)	39	330	23	#709	36	#235
Internal Link Dist (ft)		406		490	396	344
Turn Bay Length (ft)	90		115			
Base Capacity (vph)	251	2019	234	1555	625	387
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.55	0.06	1.12	0.23	0.76

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



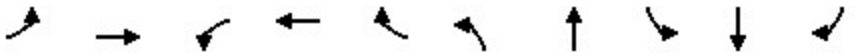
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1035	12	13	1181	434	6	32	60	227	9	18
Future Volume (veh/h)	29	1035	12	13	1181	434	6	32	60	227	9	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	1089	13	14	1270	467	9	46	86	264	10	21
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.70	0.70	0.70	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	1689	20	199	1234	437	58	160	267	380	11	23
Arrive On Green	0.11	0.47	0.47	0.11	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1767	3568	43	1767	2552	903	41	625	1042	1147	43	91
Grp Volume(v), veh/h	31	538	564	14	862	875	141	0	0	295	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1763	1693	1708	0	0	1282	0	0
Q Serve(g_s), s	1.3	18.5	18.5	0.6	38.7	38.7	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear(g_c), s	1.3	18.5	18.5	0.6	38.7	38.7	5.5	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.53	0.06		0.61	0.89		0.07
Lane Grp Cap(c), veh/h	199	834	875	199	852	818	486	0	0	414	0	0
V/C Ratio(X)	0.16	0.64	0.64	0.07	1.01	1.07	0.29	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	254	834	875	236	852	818	629	0	0	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.1	16.0	16.0	31.8	20.7	20.7	24.1	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.8	3.7	0.1	33.7	51.7	0.1	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.7	8.0	0.2	22.2	25.4	2.1	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	19.8	19.6	31.8	54.4	72.3	24.3	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	C	B	B	C	F	F	C			C		
Approach Vol, veh/h		1133			1751			141			295	
Approach Delay, s/veh		20.0			63.2			24.3			30.8	
Approach LOS		C			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	43.3		24.2	13.3	42.5		24.2				
Change Period (Y+Rc), s	3.5	* 4.6		* 3.7	4.3	* 4.6		3.7				
Max Green Setting (Gmax), s	11.5	* 29		* 28	10.7	* 30		27.3				
Max Q Clear Time (g_c+I1), s	3.3	40.7		7.5	2.6	20.5		19.8				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	5.7		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.9
HCM 7th LOS	D

Notes

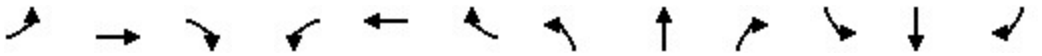
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	79	1349	45	1582	252	83	147	242	243	122
v/c Ratio	0.33	0.69	0.36	0.83	0.27	0.45	0.72	0.82	0.81	0.35
Control Delay (s/veh)	75.0	30.2	65.4	26.8	7.9	73.8	73.9	84.7	83.0	23.5
Queue Delay	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.0	30.2	65.4	28.1	7.9	73.8	73.9	84.7	83.0	23.5
Queue Length 50th (ft)	41	538	45	495	63	83	122	257	258	37
Queue Length 95th (ft)	70	753	m55	#998	m109	107	145	281	282	65
Internal Link Dist (ft)		809		504			385		339	
Turn Bay Length (ft)	200		275		360	100		310		115
Base Capacity (vph)	237	1961	127	1910	937	329	343	353	360	396
Starvation Cap Reductn	0	0	0	152	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.69	0.35	0.90	0.27	0.25	0.43	0.69	0.68	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1246	49	42	1487	237	60	52	54	294	65	90
Future Volume (veh/h)	76	1246	49	42	1487	237	60	52	54	294	65	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	79	1298	51	45	1582	252	83	72	75	460	0	122
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.72	0.72	0.72	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	1994	78	121	2029	905	182	86	89	532	0	237
Arrive On Green	0.07	0.58	0.58	0.14	1.00	1.00	0.10	0.10	0.10	0.15	0.00	0.15
Sat Flow, veh/h	3428	3458	136	1767	3526	1572	1767	832	867	3534	0	1572
Grp Volume(v), veh/h	79	661	688	45	1582	252	83	0	147	460	0	122
Grp Sat Flow(s),veh/h/ln	1714	1763	1831	1767	1763	1572	1767	0	1699	1767	0	1572
Q Serve(g_s), s	3.5	40.6	40.8	3.7	0.0	0.0	7.1	0.0	13.6	20.3	0.0	11.4
Cycle Q Clear(g_c), s	3.5	40.6	40.8	3.7	0.0	0.0	7.1	0.0	13.6	20.3	0.0	11.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	236	1017	1056	121	2029	905	182	0	175	532	0	237
V/C Ratio(X)	0.34	0.65	0.65	0.37	0.78	0.28	0.46	0.00	0.84	0.87	0.00	0.52
Avail Cap(c_a), veh/h	238	1017	1056	125	2029	905	332	0	320	751	0	334
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	22.9	23.0	65.9	0.0	0.0	67.6	0.0	70.5	66.4	0.0	62.6
Incr Delay (d2), s/veh	0.8	3.2	3.1	1.0	1.6	0.4	1.8	0.0	10.2	7.6	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	17.8	18.5	1.7	0.4	0.1	3.3	0.0	6.5	9.8	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	26.2	26.1	66.8	1.6	0.4	69.3	0.0	80.7	74.0	0.0	64.3
LnGrp LOS	E	C	C	E	A	A	E		F	E		E
Approach Vol, veh/h		1428			1879			230			582	
Approach Delay, s/veh		28.7			3.0			76.6			71.9	
Approach LOS		C			A			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	96.7		28.1	14.7	96.9		20.4				
Change Period (Y+Rc), s	3.9	* 4.6		4.0	3.7	* 4.6		3.9				
Max Green Setting (Gmax), s	11.1	* 68		34.0	11.3	* 68		30.1				
Max Q Clear Time (g_c+I1), s	5.5	2.0		22.3	5.7	42.8		15.6				
Green Ext Time (p_c), s	0.1	24.1		1.7	0.0	11.0		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes

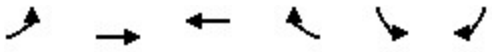
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	1528	1822	615
v/c Ratio	0.66	0.79	0.78
Control Delay (s/veh)	8.3	5.3	34.9
Queue Delay	0.2	0.4	0.3
Total Delay (s/veh)	8.6	5.7	35.2
Queue Length 50th (ft)	267	40	144
Queue Length 95th (ft)	446	51	180
Internal Link Dist (ft)	504	1120	691
Turn Bay Length (ft)			
Base Capacity (vph)	2304	2304	1010
Starvation Cap Reductn	212	0	0
Spillback Cap Reductn	0	135	83
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.84	0.66

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰↱	
Traffic Volume (veh/h)	0	1497	1676	0	466	75
Future Volume (veh/h)	0	1497	1676	0	466	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	1528	1822	0	609	0
Peak Hour Factor	0.98	0.98	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2423	2423	0	717	319
Arrive On Green	0.00	0.91	1.00	0.00	0.20	0.00
Sat Flow, veh/h	0	3711	3711	0	3534	1572
Grp Volume(v), veh/h	0	1528	1822	0	609	0
Grp Sat Flow(s),veh/h/ln	0	1763	1763	0	1767	1572
Q Serve(g_s), s	0.0	7.0	0.0	0.0	13.3	0.0
Cycle Q Clear(g_c), s	0.0	7.0	0.0	0.0	13.3	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2423	2423	0	717	319
V/C Ratio(X)	0.00	0.63	0.75	0.00	0.85	0.00
Avail Cap(c_a), veh/h	0	2423	2423	0	1051	468
HCM Platoon Ratio	1.00	1.33	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.63	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	1.4	0.0	0.0	30.7	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.4	0.0	3.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.5	0.0	5.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	2.2	1.4	0.0	33.8	0.0
LnGrp LOS		A	A		C	
Approach Vol, veh/h		1528	1822		609	
Approach Delay, s/veh		2.2	1.4		33.8	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		59.6		20.4		59.6
Change Period (Y+Rc), s		* 4.6		4.2		* 4.6
Max Green Setting (Gmax), s		* 47		23.8		* 47
Max Q Clear Time (g_c+I1), s		9.0		15.3		2.0
Green Ext Time (p_c), s		27.4		0.9		36.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.7
HCM 7th LOS	A

Notes

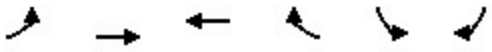
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT
Lane Group Flow (vph)	261	1769	1747
v/c Ratio	0.75	0.50	0.72
Control Delay (s/veh)	35.4	0.4	10.6
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	35.4	0.4	10.6
Queue Length 50th (ft)	134	0	252
Queue Length 95th (ft)	149	0	404
Internal Link Dist (ft)		1120	90
Turn Bay Length (ft)	180		
Base Capacity (vph)	591	3505	2435
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.44	0.50	0.72

Intersection Summary



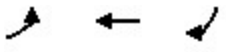
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	251	1698	1660	0	0	0
Future Volume (veh/h)	251	1698	1660	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	1856	1856	1856	0		
Adj Flow Rate, veh/h	261	1769	1747	0		
Peak Hour Factor	0.96	0.96	0.95	0.95		
Percent Heavy Veh, %	3	3	3	0		
Cap, veh/h	593	3323	1937	0		
Arrive On Green	0.67	1.00	0.55	0.00		
Sat Flow, veh/h	1767	3618	3711	0		
Grp Volume(v), veh/h	261	1769	1747	0		
Grp Sat Flow(s),veh/h/ln	1767	1763	1763	0		
Q Serve(g_s), s	5.5	0.0	35.4	0.0		
Cycle Q Clear(g_c), s	5.5	0.0	35.4	0.0		
Prop In Lane	1.00			0.00		
Lane Grp Cap(c), veh/h	593	3323	1937	0		
V/C Ratio(X)	0.44	0.53	0.90	0.00		
Avail Cap(c_a), veh/h	596	3323	1957	0		
HCM Platoon Ratio	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.66	0.66	1.00	0.00		
Uniform Delay (d), s/veh	9.6	0.0	16.1	0.0		
Incr Delay (d2), s/veh	0.1	0.4	7.3	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	0.2	14.3	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.8	0.4	23.4	0.0		
LnGrp LOS	A	A	C			
Approach Vol, veh/h		2030	1747			
Approach Delay, s/veh		1.6	23.4			
Approach LOS		A	C			

Timer - Assigned Phs	2			5	6
Phs Duration (G+Y+Rc), s	80.0			31.4	48.6
Change Period (Y+Rc), s	* 4.6			* 4.6	* 4.6
Max Green Setting (Gmax), s	* 44			* 27	* 44
Max Q Clear Time (g_c+I1), s	2.0			7.5	37.4
Green Ext Time (p_c), s	33.9			0.4	6.5

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

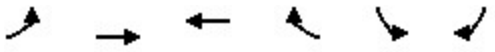
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	WBT	SBR
Lane Group Flow (vph)	236	2573	307
v/c Ratio	0.55	0.63	0.78
Control Delay (s/veh)	30.1	18.7	41.2
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	30.1	18.7	41.2
Queue Length 50th (ft)	103	441	142
Queue Length 95th (ft)	151	677	157
Internal Link Dist (ft)		602	
Turn Bay Length (ft)	465		
Base Capacity (vph)	602	4056	549
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.39	0.63	0.56

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	227	0	2356	63	0	227
Future Volume (veh/h)	227	0	2356	63	0	227
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	0	1856	1856	0	1856
Adj Flow Rate, veh/h	236	0	2506	67	0	307
Peak Hour Factor	0.96	0.96	0.94	0.94	0.74	0.74
Percent Heavy Veh, %	3	0	3	3	0	3
Cap, veh/h	279	0	0	0	0	0
Arrive On Green	0.16	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1767	236	0		0	
Grp Volume(v), veh/h	236	35.5	0.0		0.0	
Grp Sat Flow(s),veh/h/ln	1767	D				
Q Serve(g_s), s	10.4					
Cycle Q Clear(g_c), s	10.4					
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	279					
V/C Ratio(X)	0.85					
Avail Cap(c_a), veh/h	607					
HCM Platoon Ratio	1.00					
Upstream Filter(I)	1.00					
Uniform Delay (d), s/veh	32.8					
Incr Delay (d2), s/veh	2.8					
Initial Q Delay(d3), s/veh	0.0					
%ile BackOfQ(50%),veh/ln	4.5					
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.5					
LnGrp LOS	D					
Approach Vol, veh/h						
Approach Delay, s/veh						
Approach LOS						

Timer - Assigned Phs	7
Phs Duration (G+Y+Rc), s	17.1
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	27.5
Max Q Clear Time (g_c+I1), s	12.4
Green Ext Time (p_c), s	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	238	2316	129	2128	254	350	93	70	132	69
v/c Ratio	0.72	0.71	0.58	0.69	0.71	0.51	0.24	0.62	0.49	0.40
Control Delay (s/veh)	82.2	31.9	87.1	27.0	68.7	56.7	10.9	94.0	39.4	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.2	31.9	87.1	27.0	68.7	56.7	10.9	94.0	39.4	18.1
Queue Length 50th (ft)	126	518	72	273	273	188	3	80	36	0
Queue Length 95th (ft)	170	659	107	407	305	198	34	136	74	46
Internal Link Dist (ft)		602		557		447			221	
Turn Bay Length (ft)	330		220		150		150	50		50
Base Capacity (vph)	765	3268	765	3079	358	686	390	348	686	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.71	0.17	0.69	0.71	0.51	0.24	0.20	0.19	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	2036	95	119	1896	62	386	65	78	87	30	124
Future Volume (veh/h)	219	2036	95	119	1896	62	386	65	78	87	30	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	238	2213	103	129	2061	67	508	138	69	65	70	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.76	0.76	0.76	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	286	3865	180	172	3715	121	543	285	242	110	115	195
Arrive On Green	0.08	0.61	0.61	0.10	1.00	1.00	0.15	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	3428	6297	293	3428	6397	208	3534	1856	1572	1767	1856	3145
Grp Volume(v), veh/h	238	1682	634	129	1542	586	508	138	69	65	70	146
Grp Sat Flow(s),veh/h/ln	1714	1596	1803	1714	1596	1818	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	10.9	33.5	33.5	5.9	0.0	0.0	22.7	10.9	6.2	5.7	5.9	7.3
Cycle Q Clear(g_c), s	10.9	33.5	33.5	5.9	0.0	0.0	22.7	10.9	6.2	5.7	5.9	7.3
Prop In Lane	1.00		0.16	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	286	2939	1107	172	2780	1056	543	285	242	110	115	195
V/C Ratio(X)	0.83	0.57	0.57	0.75	0.55	0.55	0.93	0.48	0.29	0.59	0.61	0.75
Avail Cap(c_a), veh/h	771	2939	1107	771	2780	1056	543	285	242	387	406	688
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	18.4	18.4	71.0	0.0	0.0	66.9	61.9	59.9	73.1	73.1	73.8
Incr Delay (d2), s/veh	2.4	0.8	2.2	2.4	0.8	2.1	23.3	0.5	0.2	1.9	1.9	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.6	14.6	2.5	0.2	0.6	12.1	5.2	2.5	2.7	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.6	19.2	20.6	73.4	0.8	2.1	90.2	62.4	60.2	74.9	75.0	75.9
LnGrp LOS	E	B	C	E	A	A	F	E	E	E	E	E
Approach Vol, veh/h		2554			2257			715			281	
Approach Delay, s/veh		24.7			5.3			81.9			75.5	
Approach LOS		C			A			F			E	

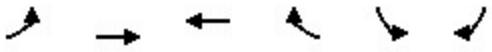
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.4	97.7		14.9	12.0	103.0		30.0				
Change Period (Y+Rc), s	4.0	* 4.8		5.0	4.0	4.8		5.4				
Max Green Setting (Gmax), s	36.0	* 45		35.0	36.0	45.2		24.6				
Max Q Clear Time (g_c+I1), s	12.9	2.0		9.3	7.9	35.5		24.7				
Green Ext Time (p_c), s	0.4	31.6		0.6	0.2	9.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	82	2113	1955	44	0	96
Future Volume (Veh/h)	82	2113	1955	44	0	96
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.99	0.99	0.83	0.83
Hourly flow rate (vph)	86	2224	1975	44	0	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		637	616			
pX, platoon unblocked	0.83				0.79	0.83
vC, conflicting volume	2019				2910	516
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1198				725	0
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	82				100	87
cM capacity (veh/h)	475				233	896

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	86	741	741	741	564	564	564	326	116
Volume Left	86	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	44	116
cSH	475	1700	1700	1700	1700	1700	1700	1700	896
Volume to Capacity	0.18	0.44	0.44	0.44	0.33	0.33	0.33	0.19	0.13
Queue Length 95th (ft)	16	0	0	0	0	0	0	0	11
Control Delay (s/veh)	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6
Lane LOS	B								A
Approach Delay (s/veh)	0.5				0.0				9.6
Approach LOS									A

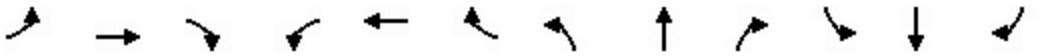
Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	44.2%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	2255	201	2014	135	254	72	74	90
v/c Ratio	0.70	0.58	0.68	0.53	0.75	0.51	0.61	0.61	0.46
Control Delay (s/veh)	106.2	6.3	82.7	20.3	93.2	23.1	92.7	92.1	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.2	6.3	82.7	20.3	93.2	23.1	92.7	92.1	20.0
Queue Length 50th (ft)	124	83	107	337	152	39	78	81	0
Queue Length 95th (ft)	m176	102	149	482	183	51	129	131	50
Internal Link Dist (ft)		536		389		453		280	
Turn Bay Length (ft)	200		380		80		60		
Base Capacity (vph)	277	3868	537	3818	350	798	368	378	417
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.58	0.37	0.53	0.39	0.32	0.20	0.20	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	1989	63	193	1795	138	111	44	133	94	32	77
Future Volume (veh/h)	102	1989	63	193	1795	138	111	44	133	94	32	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	112	2186	69	201	1870	144	130	87	180	73	87	90
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.74	0.74	0.74	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	132	3885	123	247	3680	283	233	244	207	127	134	113
Arrive On Green	0.15	1.00	1.00	0.07	0.60	0.60	0.13	0.13	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1767	6404	202	3428	6090	469	1767	1856	1572	1767	1856	1572
Grp Volume(v), veh/h	112	1634	621	201	1470	544	130	87	180	73	87	90
Grp Sat Flow(s),veh/h/ln	1767	1596	1819	1714	1596	1771	1767	1856	1572	1767	1856	1572
Q Serve(g_s), s	9.9	0.0	0.0	9.2	28.1	28.1	11.0	6.8	18.0	6.4	7.3	9.0
Cycle Q Clear(g_c), s	9.9	0.0	0.0	9.2	28.1	28.1	11.0	6.8	18.0	6.4	7.3	9.0
Prop In Lane	1.00		0.11	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	2904	1103	247	2893	1070	233	244	207	127	134	113
V/C Ratio(X)	0.85	0.56	0.56	0.81	0.51	0.51	0.56	0.36	0.87	0.57	0.65	0.79
Avail Cap(c_a), veh/h	279	2904	1103	542	2893	1070	389	408	346	391	411	348
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	0.0	73.2	18.1	18.1	65.1	63.3	68.1	71.8	72.3	73.1
Incr Delay (d2), s/veh	5.8	0.8	2.1	2.5	0.6	1.7	0.8	0.3	6.2	1.5	2.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.2	0.6	4.2	10.6	12.1	5.1	3.3	7.6	3.0	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.0	0.8	2.1	75.6	18.7	19.8	65.9	63.6	74.3	73.4	74.2	77.7
LnGrp LOS	E	A	A	E	B	B	E	E	E	E	E	E
Approach Vol, veh/h		2367			2215			397			250	
Approach Delay, s/veh		4.5			24.1			69.2			75.2	
Approach LOS		A			C			E			E	

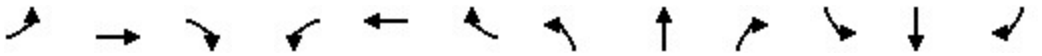
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.6	101.4		16.1	16.2	101.8		25.9				
Change Period (Y+Rc), s	4.7	* 4.7		4.6	4.7	* 4.7		4.8				
Max Green Setting (Gmax), s	25.3	* 45		35.4	25.3	* 45		35.2				
Max Q Clear Time (g_c+I1), s	11.9	30.1		11.0	11.2	2.0		20.0				
Green Ext Time (p_c), s	0.1	13.0		0.5	0.3	33.4		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	21.1	
HCM 7th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

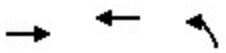
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	2210	4	0	2020	111	0	0	16	0	0	79
Future Volume (Veh/h)	42	2210	4	0	2020	111	0	0	16	0	0	79
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.92	0.92	0.97	0.97	0.92	0.92	0.92	0.79	0.92	0.79
Hourly flow rate (vph)	51	2663	4	0	2082	114	0	0	17	0	0	100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2196			2667			3388	4963	890	3146	4908	578
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2196			2667			3388	4963	890	3146	4908	578
tC, single (s)	4.2			4.1			7.5	6.5	6.9	7.6	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			100	100	94	100	100	78
cM capacity (veh/h)	234			154			2	0	286	3	1	457

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	51	1065	1065	537	595	595	595	411	17	100
Volume Left	51	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	4	0	0	0	114	17	100
cSH	234	1700	1700	1700	1700	1700	1700	1700	286	457
Volume to Capacity	0.22	0.63	0.63	0.32	0.35	0.35	0.35	0.24	0.06	0.22
Queue Length 95th (ft)	20	0	0	0	0	0	0	0	5	21
Control Delay (s/veh)	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4	15.1
Lane LOS	C								C	C
Approach Delay (s/veh)	0.5				0.0				18.4	15.1
Approach LOS									C	C

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	52.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	693	684	1553
v/c Ratio	0.72	0.50	0.52
Control Delay (s/veh)	30.6	25.2	10.9
Queue Delay	0.0	0.0	0.0
Total Delay (s/veh)	30.6	25.2	10.9
Queue Length 50th (ft)	164	105	145
Queue Length 95th (ft)	198	124	223
Internal Link Dist (ft)	106	342	148
Turn Bay Length (ft)			
Base Capacity (vph)	1761	2530	2962
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.39	0.27	0.52

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	665	0	0	650	1506	0
Future Volume (veh/h)	665	0	0	650	1506	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	0	0	1856	1856	0
Adj Flow Rate, veh/h	693	0	0	684	1553	0
Peak Hour Factor	0.96	0.96	0.95	0.95	0.97	0.97
Percent Heavy Veh, %	3	0	0	3	3	0
Cap, veh/h	882	0	0	1267	0	0
Arrive On Green	0.25	0.00	0.00	0.25	0.37	0.00
Sat Flow, veh/h	3711	0	0	5400	0	0
Grp Volume(v), veh/h	693	0	0	684	0	0
Grp Sat Flow(s),veh/h/ln	1763	0	0	1689	0	0
Q Serve(g_s), s	14.7	0.0	0.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.0	9.4	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	882	0	0	1267	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1772	0	0	2545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.6	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	C			C		
Approach Vol, veh/h	693			684	0	
Approach Delay, s/veh	28.6			26.1	0.0	
Approach LOS	C			C		

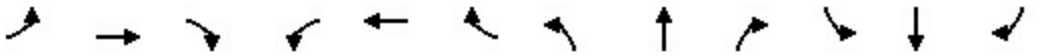
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	24.8				24.8	35.0
Change Period (Y+Rc), s	4.8				4.8	5.4
Max Green Setting (Gmax), s	40.2				40.2	29.6
Max Q Clear Time (g_c+I1), s	11.4				16.7	0.0
Green Ext Time (p_c), s	3.5				3.3	0.0

Intersection Summary						
HCM 7th Control Delay, s/veh		27.4				
HCM 7th LOS		C				



Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	668	696	558	593	39	746	946
v/c Ratio	0.73	0.76	0.59	0.61	0.08	0.61	0.73
Control Delay (s/veh)	57.2	58.3	44.4	44.7	6.1	35.2	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	58.3	44.4	44.7	6.1	35.2	39.1
Queue Length 50th (ft)	204	214	218	238	0	288	393
Queue Length 95th (ft)	270	290	296	321	20	456	608
Internal Link Dist (ft)	640	453		536			407
Turn Bay Length (ft)			310		175		
Base Capacity (vph)	1878	1878	1309	1350	635	1304	1366
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.37	0.43	0.44	0.06	0.57	0.69

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	588	0	0	633	0	536	569	37	754	779	6
Future Volume (veh/h)	0	588	0	0	633	0	536	569	37	754	779	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1856	0	0	1856	0	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	668	0	0	696	0	558	593	0	829	856	7
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96	0.91	0.91	0.91
Percent Heavy Veh, %	0	3	0	0	3	0	3	3	3	3	3	3
Cap, veh/h	0	938	0	0	938	0	929	956		1334	1387	11
Arrive On Green	0.00	0.19	0.00	0.00	0.19	0.00	0.27	0.27	0.00	0.38	0.38	0.38
Sat Flow, veh/h	0	5400	0	0	5400	0	3428	3526	1572	3534	3676	30
Grp Volume(v), veh/h	0	668	0	0	696	0	558	593	0	829	432	431
Grp Sat Flow(s),veh/h/ln	0	1689	0	0	1689	0	1714	1763	1572	1767	1856	1850
Q Serve(g_s), s	0.0	12.5	0.0	0.0	13.1	0.0	14.3	14.9	0.0	19.3	19.1	19.1
Cycle Q Clear(g_c), s	0.0	12.5	0.0	0.0	13.1	0.0	14.3	14.9	0.0	19.3	19.1	19.1
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	938	0	0	938	0	929	956		1334	700	698
V/C Ratio(X)	0.00	0.71	0.00	0.00	0.74	0.00	0.60	0.62		0.62	0.62	0.62
Avail Cap(c_a), veh/h	0	2438	0	0	2438	0	1705	1753		1974	1037	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.6	0.0	0.0	38.9	0.0	32.0	32.3	0.0	25.6	25.5	25.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.4	0.0	0.9	0.9	0.0	0.7	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	0.0	0.0	5.4	0.0	6.0	6.4	0.0	8.0	8.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.0	0.0	0.0	39.3	0.0	32.9	33.2	0.0	26.2	26.7	26.7
LnGrp LOS		D			D		C	C		C	C	C
Approach Vol, veh/h		668			696			1151			1692	
Approach Delay, s/veh		39.0			39.3			33.0			26.5	
Approach LOS		D			D			C			C	

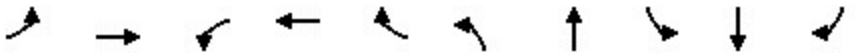
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.1	33.2	24.1	43.7
Change Period (Y+Rc), s	5.4	5.8	5.4	5.6
Max Green Setting (Gmax), s	48.6	50.2	48.6	56.4
Max Q Clear Time (g_c+I1), s	14.5	16.9	15.1	21.3
Green Ext Time (p_c), s	3.4	10.5	3.6	16.9

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Notes

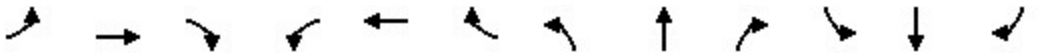
User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	139	587	91	596	166	15	129	138	137	108
v/c Ratio	0.41	0.56	0.30	0.54	0.35	0.05	0.42	0.48	0.47	0.30
Control Delay (s/veh)	32.9	25.7	33.2	27.6	7.0	30.1	31.6	35.1	34.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	25.7	33.2	27.6	7.0	30.1	31.6	35.1	34.8	9.0
Queue Length 50th (ft)	53	116	34	80	0	6	45	57	56	0
Queue Length 95th (ft)	131	210	96	146	49	23	108	134	133	43
Internal Link Dist (ft)		342		433			154		334	
Turn Bay Length (ft)	105		115		190	65		80		
Base Capacity (vph)	729	2457	743	3538	1150	738	747	927	939	921
Starvation Cap Reductn	0	2	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.24	0.12	0.17	0.14	0.02	0.17	0.15	0.15	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	545	7	86	566	158	13	73	35	224	26	98
Future Volume (veh/h)	131	545	7	86	566	158	13	73	35	224	26	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	139	580	7	91	596	166	15	87	42	267	0	108
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	339	860	10	272	980	304	289	193	93	573	0	255
Arrive On Green	0.19	0.24	0.24	0.15	0.19	0.19	0.16	0.16	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1767	3568	43	1767	5066	1572	1767	1182	571	3534	0	1572
Grp Volume(v), veh/h	139	286	301	91	596	166	15	0	129	267	0	108
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1689	1572	1767	0	1753	1767	0	1572
Q Serve(g_s), s	4.2	9.1	9.1	2.8	6.6	5.9	0.4	0.0	4.1	4.2	0.0	3.8
Cycle Q Clear(g_c), s	4.2	9.1	9.1	2.8	6.6	5.9	0.4	0.0	4.1	4.2	0.0	3.8
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	339	425	445	272	980	304	289	0	287	573	0	255
V/C Ratio(X)	0.41	0.67	0.67	0.33	0.61	0.55	0.05	0.00	0.45	0.47	0.00	0.42
Avail Cap(c_a), veh/h	856	1441	1510	873	4140	1285	867	0	860	2291	0	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	21.2	21.2	23.2	22.7	22.4	21.7	0.0	23.2	23.4	0.0	23.2
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.3	0.2	0.6	0.0	0.0	0.4	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.5	3.7	1.1	2.5	2.1	0.2	0.0	1.6	1.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	21.9	21.8	23.5	22.9	22.9	21.7	0.0	23.7	23.6	0.0	23.6
LnGrp LOS	C	C	C	C	C	C	C		C	C		C
Approach Vol, veh/h		726			853			144			375	
Approach Delay, s/veh		21.9			23.0			23.5			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	16.6		14.1	14.1	19.5		13.9				
Change Period (Y+Rc), s	5.2	* 4.7		4.1	4.6	* 4.7		3.8				
Max Green Setting (Gmax), s	29.8	* 50		39.9	30.4	* 50		30.2				
Max Q Clear Time (g_c+I1), s	6.2	8.6		6.2	4.8	11.1		6.1				
Green Ext Time (p_c), s	0.2	3.3		0.7	0.1	2.4		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.8
HCM 7th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	2	17	41	0	18	4	335	36	12	189	3
Future Vol, veh/h	18	2	17	41	0	18	4	335	36	12	189	3
Peak Hour Factor	0.70	0.70	0.70	0.82	0.82	0.82	0.70	0.70	0.70	0.86	0.86	0.86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	3	24	50	0	22	6	479	51	14	220	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.3	9.6	16.5	10.3
HCM LOS	A	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	49%	69%	6%
Vol Thru, %	89%	5%	0%	93%
Vol Right, %	10%	46%	31%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	375	37	59	204
LT Vol	4	18	41	12
Through Vol	335	2	0	189
RT Vol	36	17	18	3
Lane Flow Rate	536	53	72	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.673	0.084	0.117	0.322
Departure Headway (Hd)	4.52	5.739	5.83	4.889
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	627	618	728
Service Time	2.582	3.743	3.832	2.967
HCM Lane V/C Ratio	0.676	0.085	0.117	0.326
HCM Control Delay, s/veh	16.5	9.3	9.6	10.3
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	5.3	0.3	0.4	1.4

Intersection	
Int Delay, s/veh	43.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↰	↱
Traffic Vol, veh/h	328	6	21	7	3	12	13	391	6	2	141	202
Future Vol, veh/h	328	6	21	7	3	12	13	391	6	2	141	202
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	92	92	92	86	86	86	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	400	7	26	8	3	13	15	455	7	2	162	232

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	653	659	162	659	887	458	394	0	0	462	0	0
Stage 1	167	167	-	488	488	-	-	-	-	-	-	-
Stage 2	487	492	-	170	399	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 379	383	880	376	282	601	1159	-	-	1094	-	-
Stage 1	833	759	-	559	548	-	-	-	-	-	-	-
Stage 2	560	546	-	829	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 359	375	880	351	276	601	1159	-	-	1094	-	-
Mov Cap-2 Maneuver	~ 359	375	-	351	276	-	-	-	-	-	-	-
Stage 1	831	756	-	549	538	-	-	-	-	-	-	-
Stage 2	535	536	-	795	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	131.26	13.8	0.26	0.05
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	57	-	-	372	433	25	-	-
HCM Lane V/C Ratio	0.013	-	-	1.163	0.055	0.002	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	131.3	13.8	8.3	0	-
HCM Lane LOS	A	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	17.1	0.2	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	17	31	802	34	23	395
v/c Ratio	0.07	0.13	0.55	0.03	0.10	0.25
Control Delay (s/veh)	29.8	13.3	8.4	4.0	30.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.8	13.3	8.4	4.0	30.0	2.4
Queue Length 50th (ft)	6	0	110	2	9	39
Queue Length 95th (ft)	19	15	342	13	30	60
Internal Link Dist (ft)	294		219			201
Turn Bay Length (ft)				140	160	
Base Capacity (vph)	803	735	1490	1269	803	1845
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.54	0.03	0.03	0.21

Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	22	698	30	20	348
Future Volume (veh/h)	12	22	698	30	20	348
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	17	31	802	34	23	395
Peak Hour Factor	0.71	0.71	0.87	0.87	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	168	150	987	837	91	1262
Arrive On Green	0.10	0.10	0.53	0.53	0.05	0.68
Sat Flow, veh/h	1767	1572	1856	1572	1767	1856
Grp Volume(v), veh/h	17	31	802	34	23	395
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	1572	1767	1856
Q Serve(g_s), s	0.3	0.7	12.9	0.4	0.5	3.1
Cycle Q Clear(g_c), s	0.3	0.7	12.9	0.4	0.5	3.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	168	150	987	837	91	1262
V/C Ratio(X)	0.10	0.21	0.81	0.04	0.25	0.31
Avail Cap(c_a), veh/h	1493	1329	2591	2196	1493	2591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	15.1	7.0	4.0	16.5	2.3
Incr Delay (d2), s/veh	0.1	0.3	0.6	0.0	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.6	2.7	0.1	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.0	15.3	7.6	4.0	17.0	2.4
LnGrp LOS	B	B	A	A	B	A
Approach Vol, veh/h	48		836			418
Approach Delay, s/veh	15.2		7.4			3.2
Approach LOS	B		A			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	29.2	6.9	5.4	23.8
Change Period (Y+Rc), s	* 4.6	3.5	3.5	* 4.6
Max Green Setting (Gmax), s	* 50	30.5	30.5	* 50
Max Q Clear Time (g_c+I1), s	5.1	2.7	2.5	14.9
Green Ext Time (p_c), s	1.7	0.1	0.0	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱				↱
Traffic Vol, veh/h	2236	150	0	0	0	96
Future Vol, veh/h	2236	150	0	0	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	83	83
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2329	156	0	0	0	116

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	1165
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	7.16
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.93
Pot Cap-1 Maneuver	-	-		0	160
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	160
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	71.35
HCM LOS		F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	160	-	-
HCM Lane V/C Ratio	0.724	-	-
HCM Ctrl Dly (s/v)	71.4	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	4.4	-	-

Appendix G: Traffic Signal Warrant 3 Worksheets

Kimley»Horn

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)

INT #10

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Arden Way* ☐ NB/SB ☑ EB/WB # OF APPROACH LANES: 4

MINOR STREET: *Arden Fair Transit Ctr* ☑ NB/SB ☐ EB/WB # OF APPROACH LANES: 1

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N): N

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	12.0	sec/veh	14.2	sec/veh
	0.04	veh-hr	0.38	veh-hr

			MAJOR STREET			MINOR STREET				
			EB Approach	WB Approach	Total	NB Approach	SB Approach	Heavy Leg	Total	Intersection Total
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1883	1318	3201	0	11	11	11	3212
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	2195	1999	4194	0	96	96	96	4290
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

	MAJOR STREET	MINOR STREET		INTERSECTION
	Total	Heavy Leg	Total	Total
AM MAX	3201	11	11	3212
PM MAX	4194	96	96	4290

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM
Intersection: Arden Way AND Arden Fair Transit Ctr
Comments:

	PART A or PART B	SATISFIED	**NO**

PART A
(All parts 1, 2, and 3 below must be satisfied) SATISFIED **NO**

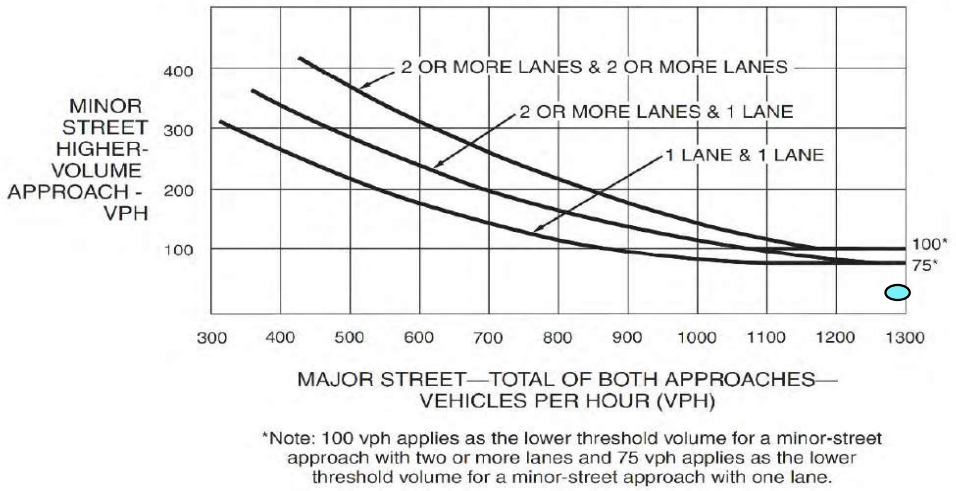
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	Yes

PART B SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street		3201
Highest Approach - Minor Street	11	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM
Intersection: Arden Way AND Arden Fair Transit Ctr
Comments:

	PART A or PART B	SATISFIED	**YES**

PART A
(All parts 1, 2, and 3 below must be satisfied) SATISFIED **NO**

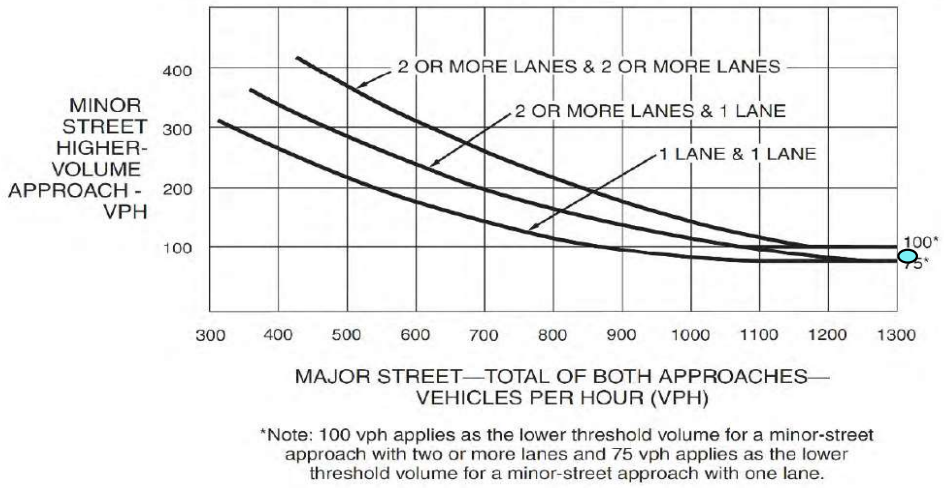
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	Yes

PART B SATISFIED **Yes**

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4194
Highest Approach - Minor Street	96	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Kimley»Horn

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)

INT #12

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Arden Way* ☐ NB/SB ☑ EB/WB # OF APPROACH LANES: 4

MINOR STREET: *Market Square Dwy* ☑ NB/SB ☐ EB/WB # OF APPROACH LANES: 1

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N): Y

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

	AM		PM	
WORST CASE DELAY FOR MINOR STREET APPROACH:	13.8	sec/veh	24.7	sec/veh
	0.06	veh-hr	0.54	veh-hr

			MAJOR STREET			MINOR STREET				
			EB Approach	WB Approach	Total	NB Approach	SB Approach	Heavy Leg	Total	Intersection Total
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1786	1372	3158	3	16	16	19	3177
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	2254	2131	4385	16	79	79	95	4480
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

	MAJOR STREET	MINOR STREET		INTERSECTION
	Total	Heavy Leg	Total	Total
AM MAX	3158	16	19	3177
PM MAX	4385	79	95	4480

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM
Intersection: Arden Way AND Market Square Dwy
Comments:

	PART A or PART B	SATISFIED	**NO**

PART A
(All parts 1, 2, and 3 below must be satisfied) — SATISFIED **NO**

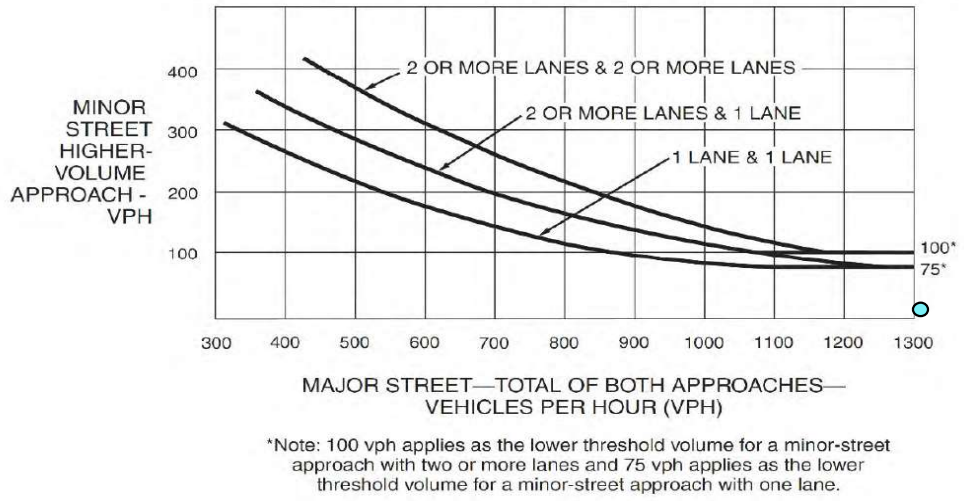
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	Yes

PART B — SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street		3158
Highest Approach - Minor Street	16	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM
Intersection: Arden Way AND Market Square Dwy
Comments:

PART A or PART B	SATISFIED	**YES**

PART A
(All parts 1, 2, and 3 below must be satisfied) — SATISFIED: **NO**

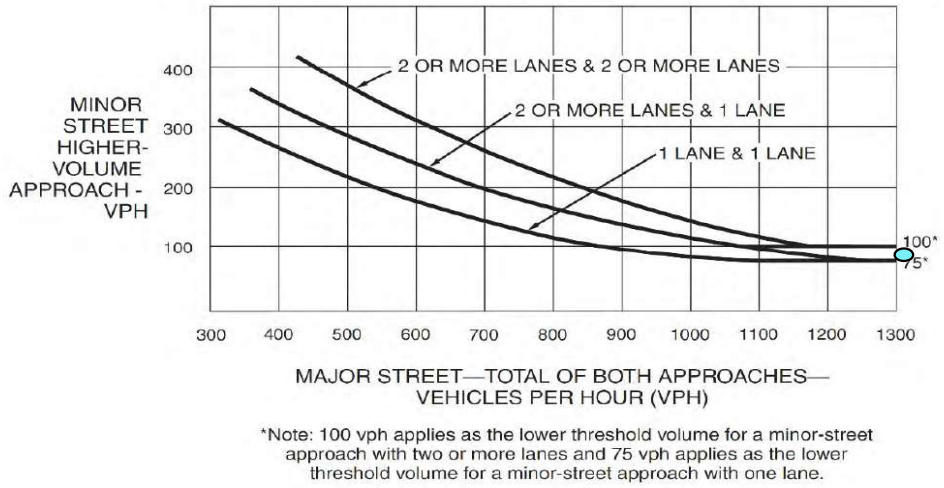
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	Yes

PART B — SATISFIED: **Yes**

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4385
Highest Approach - Minor Street	79	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Kimley»Horn

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)

INT #16

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Harvard St* ☑ NB/SB ☐ EB/WB # OF APPROACH LANES: 1

MINOR STREET: *Silica Ave* ☐ NB/SB ☑ EB/WB # OF APPROACH LANES: 1

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N): Y

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	18.7	sec/veh	13.9	sec/veh
	0.22	veh-hr	0.23	veh-hr

			MAJOR STREET			MINOR STREET				
			NB Approach	SB Approach	Total	EB Approach	WB Approach	Heavy Leg	Total	Intersection Total
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	95	632	727	4	43	43	47	774
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	375	204	579	37	59	59	96	675
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

	MAJOR STREET	MINOR STREET		INTERSECTION
	Total	Heavy Leg	Total	Total
AM MAX	727	43	47	774
PM MAX	579	59	96	675

Kimley»Horn

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM
Intersection: Harvard St AND Silica Ave
Comments:

	PART A or PART B	SATISFIED	**NO**

PART A
(All parts 1, 2, and 3 below must be satisfied) SATISFIED **NO**

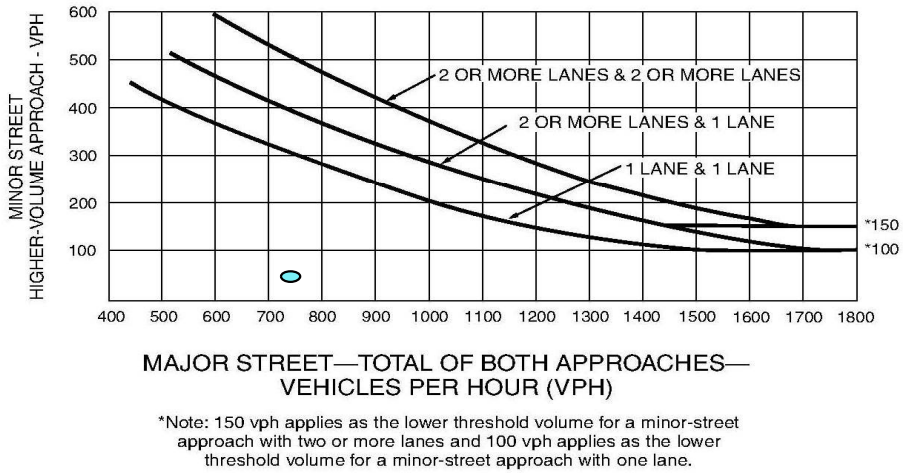
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	No

PART B SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	727	
Highest Approach - Minor Street	43	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM
Intersection: Harvard St AND Silica Ave
Comments:

	PART A or PART B	SATISFIED	**NO**

PART A
(All parts 1, 2, and 3 below must be satisfied) SATISFIED **NO**

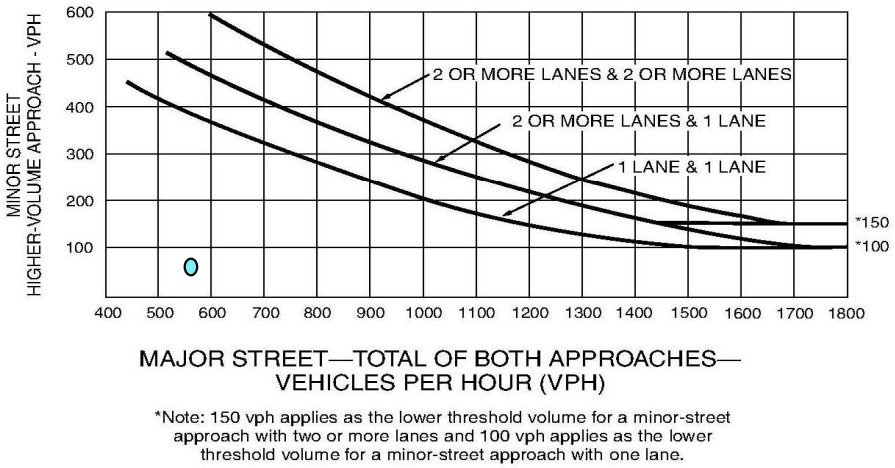
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND — No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches. — No

PART B SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	579	
Highest Approach - Minor Street	59	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Kimley»Horn

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2014 Edition)

INT #17

PROJECT NAME: *Arden-Auburn Mobility Project*

SCENARIO: *Existing (2025)*

COMMENTS:

MAJOR STREET: *Auburn Blvd* ☑ NB/SB ☐ EB/WB # OF APPROACH LANES: 1

MINOR STREET: *Van Ness St/Frienza Ave* ☐ NB/SB ☑ EB/WB # OF APPROACH LANES: 1

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N): Y

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	14.0	sec/veh	131.3	sec/veh
	0.47	veh-hr	14.95	veh-hr

			MAJOR STREET			MINOR STREET				
			EB Approach	SB Approach	Total	NB Approach	WB Approach	Heavy Leg	Total	Intersection Total
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	48	826	874	121	17	121	138	1012
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	355	345	700	410	22	410	432	1132
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

	MAJOR STREET	MINOR STREET		INTERSECTION
	Total	Heavy Leg	Total	Total
AM MAX	874	121	138	1012
PM MAX	700	410	432	1132

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) AM
Intersection: Auburn Blvd AND Van Ness St/Frienza Ave
Comments:

	PART A or PART B	SATISFIED	**YES**

PART A
(All parts 1, 2, and 3 below must be satisfied) — SATISFIED — **NO**

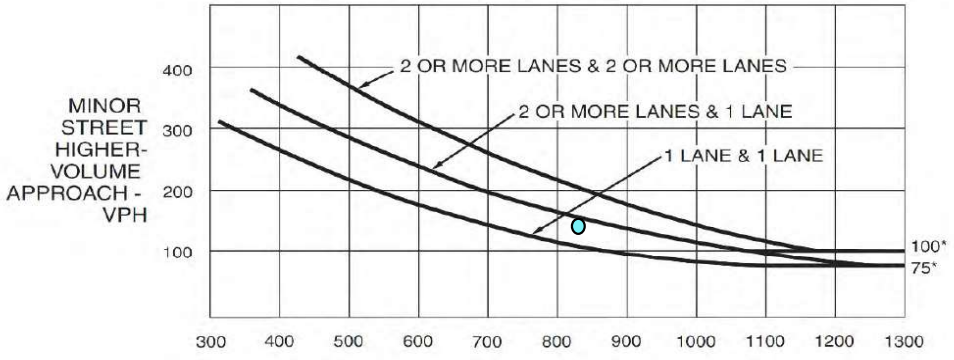
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND	No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.	Yes

PART B — SATISFIED — **Yes**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	874	
Highest Approach - Minor Street	121	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
Warrant 3: Peak Hour
Source: MUTCD 2014 California Supplement

Scenario: Existing (2025) PM
Intersection: Auburn Blvd AND Van Ness St/Frienza Ave
Comments:

	PART A or PART B	SATISFIED	**YES**

PART A
(All parts 1, 2, and 3 below must be satisfied) SATISFIED **YES**

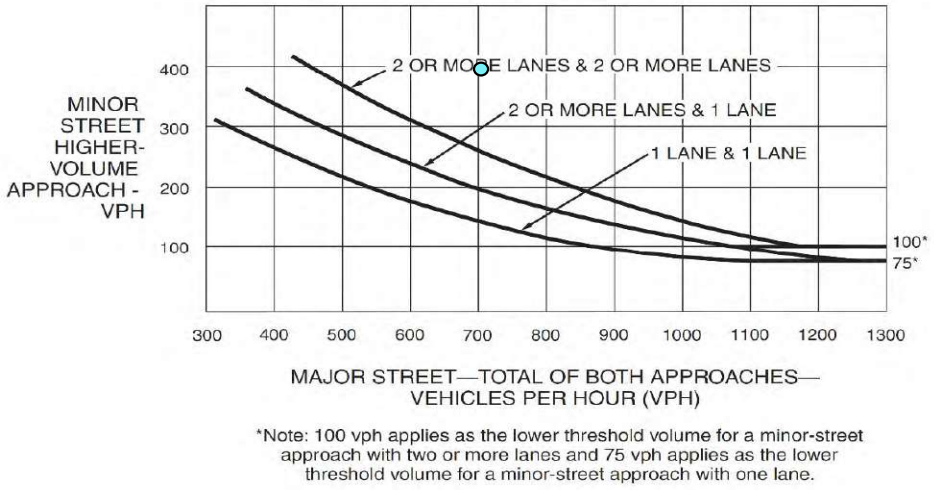
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; AND — Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches. — Yes

PART B SATISFIED **Yes**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	700	
Highest Approach - Minor Street	410	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix H: Project Area Safety Analysis Memorandum

TOOLE DESIGN

CRASH ANALYSIS FOR ARDEN WAY

ARDEN-AUBURN MOBILITY PLAN

November 14, 2025

ARDEN-AUBURN MOBILITY PLAN

Introduction

This memo summarizes the results of the crash analysis conducted for the City of Sacramento's Arden-Auburn Mobility Plan along the **Arden Way** corridor. The results draw on crash data from **2020 through 2024** along Arden Way from Del Paso Blvd to Exposition Way. The memo focuses on all injury crashes as well as fatal and serious injury (FSI) crashes to identify opportunities to reduce impactful crashes through proven, innovative, and comprehensive strategies. Property Damage Only (PDO) crashes were not reviewed for this analysis. Both a descriptive, corridor-wide trend analysis and an intersection-level analysis were performed to identify recurring crash patterns and highlight locations with elevated safety concerns.

Descriptive Crash Analysis

Executive Summary of Key Findings from Descriptive Crash Analysis

Years of Crash Data analyzed: 2020 to 2024

Total Injury Crashes: 295

Total Fatal Crashes: 3

Total Serious Injury Crashes: 17

Crashes by Year: In 2021, the Arden Way corridor had the highest crash total (79) and a total of 6 FSI crashes. Crashes generally decreased from 2021 to 2024.

FSI Crashes by Mode: Crashes were classified as Motor Vehicle crashes if only motor vehicles were involved, but classified as Pedestrian, Bicyclist, or Motorcyclist crashes if those parties were involved in the crash.

- **Motor Vehicles:** Motor vehicle-involved crashes account for 93% of all severities, but just 82% of serious injury crashes and 67% of fatal crashes. There were 274 motor vehicle-involved crashes during the study period, and 16 of these resulted in a fatality or serious injury, meaning 5% of all motor vehicle-involved crashes resulted in a fatality or serious injury.
- **Pedestrians**: Pedestrian-involved crashes account for 2% of crashes of all severities, but 12% of all serious injury crashes and 33% of all fatal crashes. There were 7 pedestrian-involved crashes during the study period, and 3 of these resulted in a fatality or serious injury, meaning 25% of all pedestrian-involved crashes resulted in a fatality or serious injury. Crashes involving pedestrians include people in wheelchairs and those using small rideable devices such as skateboards and scooters.
- **Bicyclists**: Bicyclist-involved crashes account for 5% of all crashes, but 6% of all FSI crashes. There were 14 crashes that involved a bicyclist during the study period, and 1 resulted in a fatality or serious injury, meaning 7% of bicyclist-involved crashes resulted in a fatality or serious injury.

Crash Types: Rear-end crashes happened most often, representing 39% of all crashes, followed by broadside crashes (34%) and sideswipe crashes (12%). Broadside crashes produced the highest number of FSI crashes, representing 50% of all FSI crashes, followed by vehicle-pedestrian crashes (15% of FSI).

Environmental Characteristics:

- **Weather and Road Conditions:** The majority of crashes occurred in clear or cloudy conditions (88%) and when roads were dry (88%). This does not mean that weather and road conditions do not produce FSI crashes.
- **Time of Day**: All crashes and FSI crashes both tended to increase throughout the day. All crashes peaked from 3PM – 6PM and FSI crashes peaked from 9PM-12AM.
- **Lighting Conditions**: 68% percent of crashes occurred during daytime, but 57% of crashes involving pedestrians and 36% involving bicyclists occurred during nighttime. Darkness commonly elevates risk,

especially for pedestrians and bicyclists due to reduced visibility and increased vehicle speeds at night, among other reasons.

Descriptive Crash Analysis Methodology

The descriptive crash analysis methodology consisted of data collection, consolidation, and analysis based on law enforcement-reported crash data. A series of high-level descriptive summary tables and charts attempt to capture relationships between crash data factors and attributes. These statistics look at broader crash trends and patterns, providing insights to inform which variables deserve further examination.

This report provides planners, engineers, and decision-makers with high-level data to help respond to crash patterns and determine which crash factors tend to produce the most FSI crashes across the roadway system. This information can also be used to guide the development of new behavioral safety programs, policy modifications, and safety-focused engineering countermeasures.

Crash Data Overview

Crash data for this analysis was provided by the California Statewide Integrated Traffic Records System (SWITRS). The dataset consists of all injury crashes from 2020 through 2024. It is compiled from police reports that law enforcement officers complete when investigating a roadway crash. No Property Damage Only (PDO) crashes were reviewed for this analysis.

This memo focuses primarily on fatal and serious injury crashes, defined as crashes which involved a fatality, also known as *K* severity crashes, according to the *KABCO* scale, as well as crashes which involved a serious injury, also known as *A* severity. A serious injury is any non-fatal injury that prevents a person from walking, driving, or participating in activities they were capable of prior to the crash.

Study Limitations

Exposure Data

The analyses reported in this memo do not adjust for motorist, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of traffic or pedestrian and bicycle volumes.

As an example, the analyses indicate that pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it is consistent with the generally held belief that people are more likely to walk in light conditions than in dark conditions.

General Crash Trends

Crashes by Year

Figure 1 shows the number of injury crashes along the Arden Way corridor from 2020 to 2024 and **Figure 2** shows the number of fatal and serious injury crashes along the Arden Way corridor from 2020 to 2024.

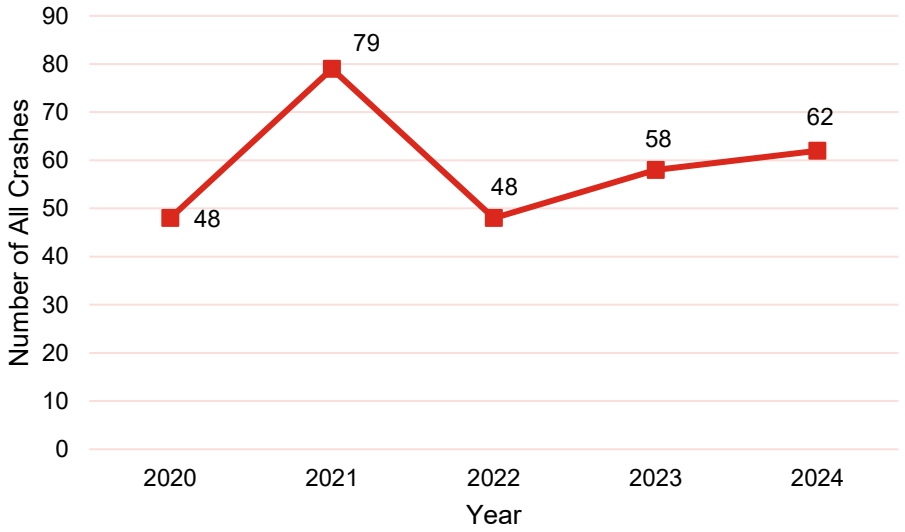


Figure 1: Arden Way Corridor Injury Crashes by Year, 2020-2024

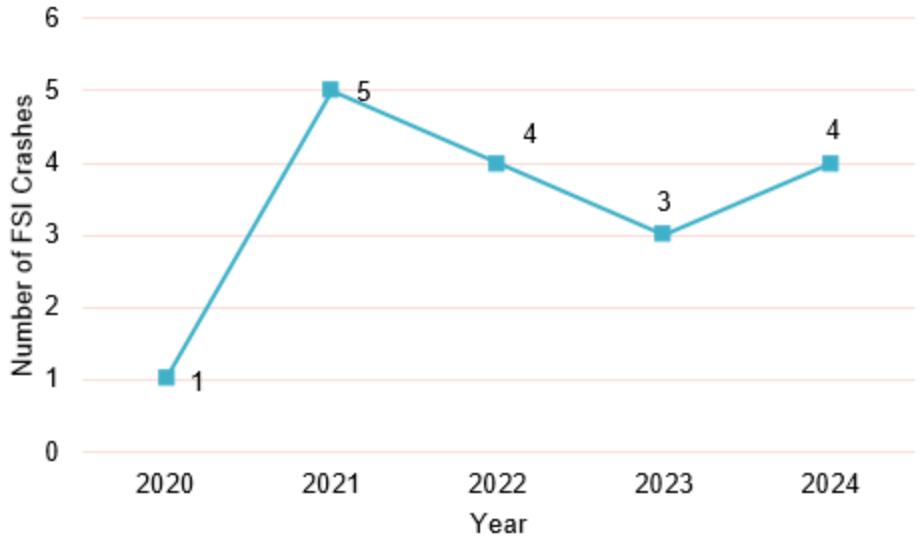


Figure 2: Arden Way Corridor Fatal and Serious Injury Crashes by Year, 2020-2024

Crashes by Mode

Table 1 shows severity distribution of crashes by mode involved. Along the Arden Way corridor, pedestrian and bicyclist-involved crashes made up a higher percentage of fatal and severe injury crashes than of total crashes. Pedestrian-involved crashes made up just 2% of all crashes, but 33% of fatal crashes and 12% of serious injury crashes. Bicycle-involved crashes made up just 5% of all crashes, but 6% of serious injury crashes.

Table 1: Crashes by Mode, 2020-2024

Crash Mode	Fatal Crashes	**% of All Fatal Crashes**	Serious Injury Crashes	**% of All Serious Injury Crashes**	All Injury Crashes	**% of All Injury Crashes**
Bicyclist-involved	0	**0%**	1	**6%**	14	**5%**
Pedestrian-involved	1	**33%**	2	**12%**	7	**2%**
Motor Vehicle-involved	2	**67%**	14	**82%**	274	**93%**
All Modes	3	**100%**	17	**100%**	295	**100%**

Crash Contributors

Crash Types

Figure 3 shows the distribution of crash types for all injury crashes along the Arden Way corridor. Rear-end crashes were the most common at 39%, followed by broadside at 34%, and sideswipe at 12%.

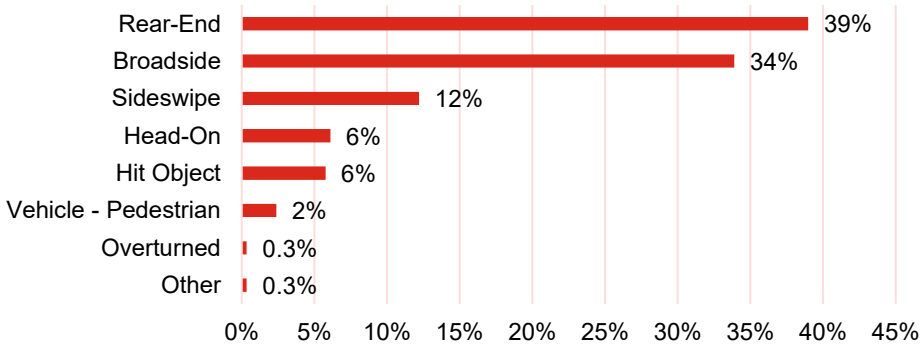


Figure 3: Crash Types (All Injury Crashes), 2020-2024

Figure 4 summarizes crash types for FSI crashes along the Arden Way corridor. Broadside crashes were the most common FSI crash types at 50%, followed by vehicle-pedestrian at 15%.

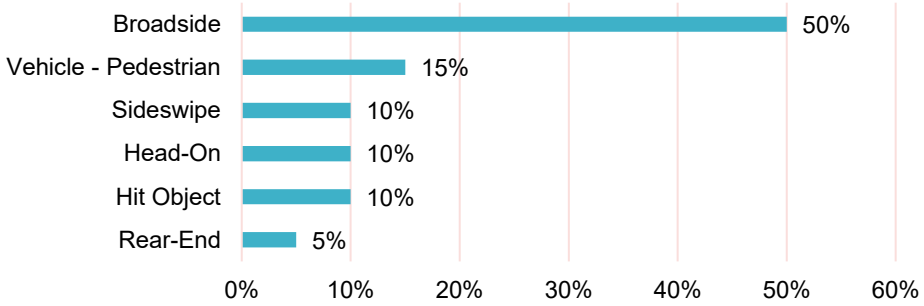


Figure 4: Crash Types (FSI Crashes), 2020-2024

Primary Collision Factors

Crash reports ask responding law enforcement officers to list the primary cause of a crash. Though there may be multiple factors contributing to a crash, responding law enforcement officers choose a primary factor, based on what they see and interpret at the crash scene. This information provides insight into events, behaviors, or factors that contributed to a crash, but it does not necessarily capture the full explanation of what led to a crash. For example, speeding can sometimes be underreported as a leading contributing factor, because responding law enforcement officers may not have clear evidence that speeding occurred.

The most common factors among all injury crashes along the Arden Way corridor, as shown in

Figure 5, were Unsafe Speed (40%), followed by drivers Ignoring Traffic Signals and Signs (20%) and Improper Turning (13%).

The most common factors among FSI crashes along the Arden Way corridor, as shown in **Figure 6**, were drivers Ignoring Traffic Signals and Signs (30%), and Improper Turning (20%).

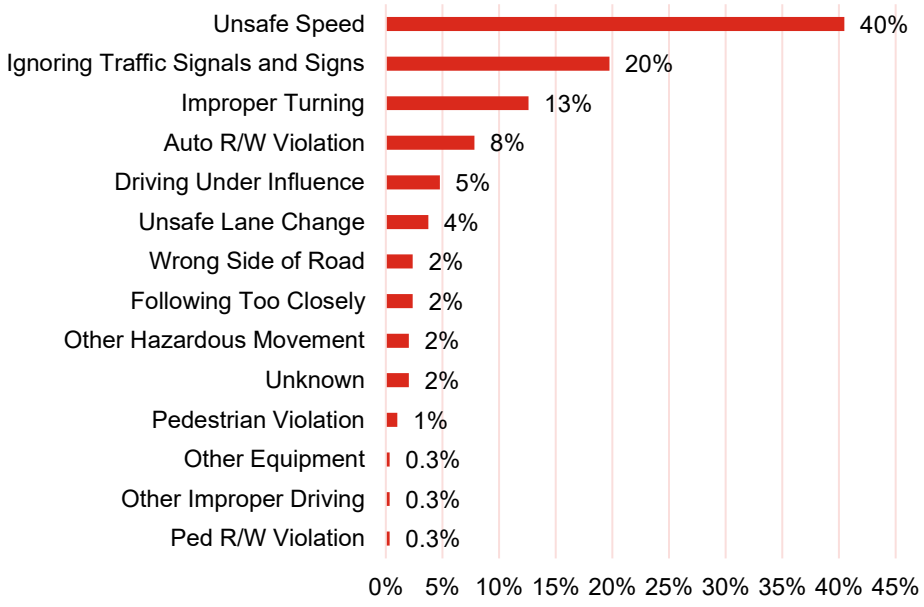


Figure 5: Top Primary Collision Factor in All Injury Crashes, 2020-2024

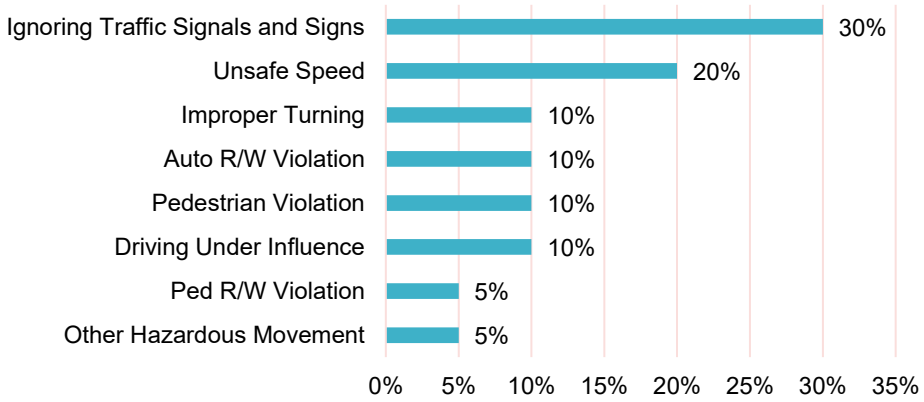


Figure 6: Top Primary Collision Factor in FSI Crashes, 2020-2024

Environmental Characteristics

Weather and Roadway Conditions

The majority of both all injury crashes and FSI crashes occurred in good weather and roadway conditions**. Figure 7** shows that 88% of crashes occurred during clear weather, and 88% of crashes occurred on dry roadway conditions. Only 11% of crashes occurred in wet conditions and 4% of crashes occurred during rainy weather. **Figure 8** shows a similar distribution for FSI crashes. 90% of FSI crashes occurred in clear weather and only 5% of FSI crashes occurred in wet roadway conditions.

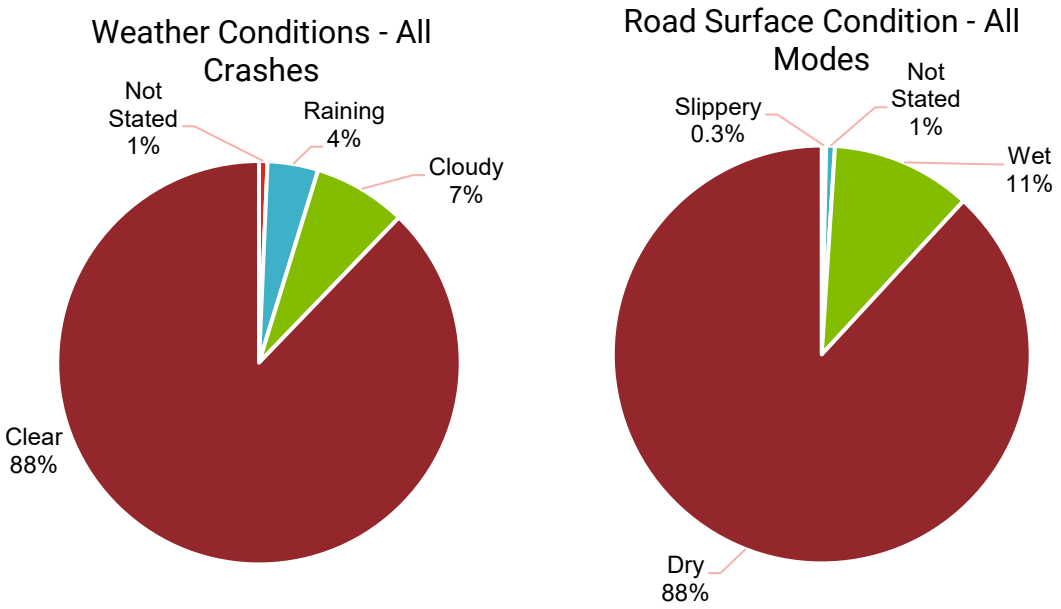


Figure 7: Weather and Roadway Conditions in All Crashes, 2020-2024

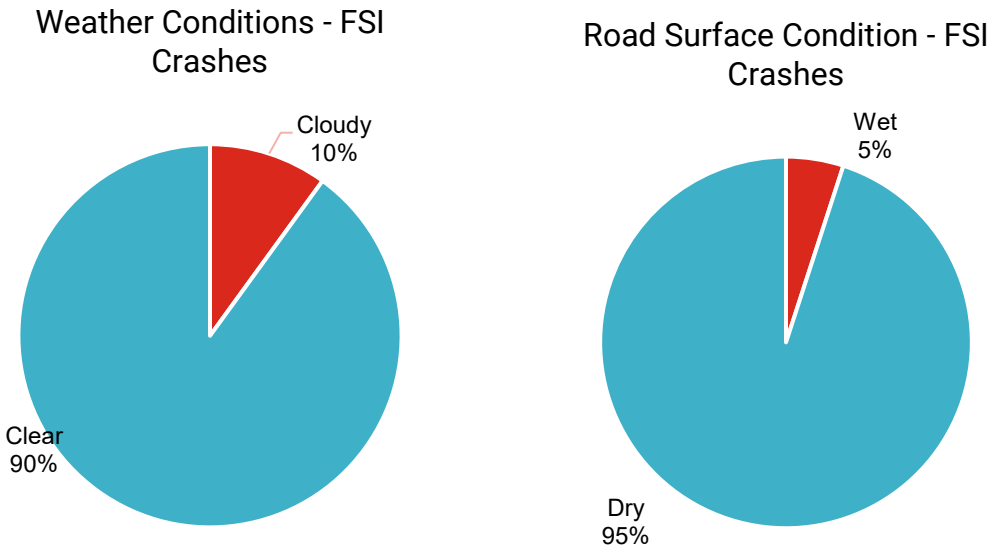


Figure 8: Weather and Roadway Conditions in FSI Crashes, 2020-2024

Crashes by Time of Year

Figure 9 and **Figure 10** summarize all injury crashes and FSI crashes by month of year. Along the Arden Way corridor, higher numbers of crashes occurred in fall months (September, October, November). For FSI crashes, there were peaks in June and October.

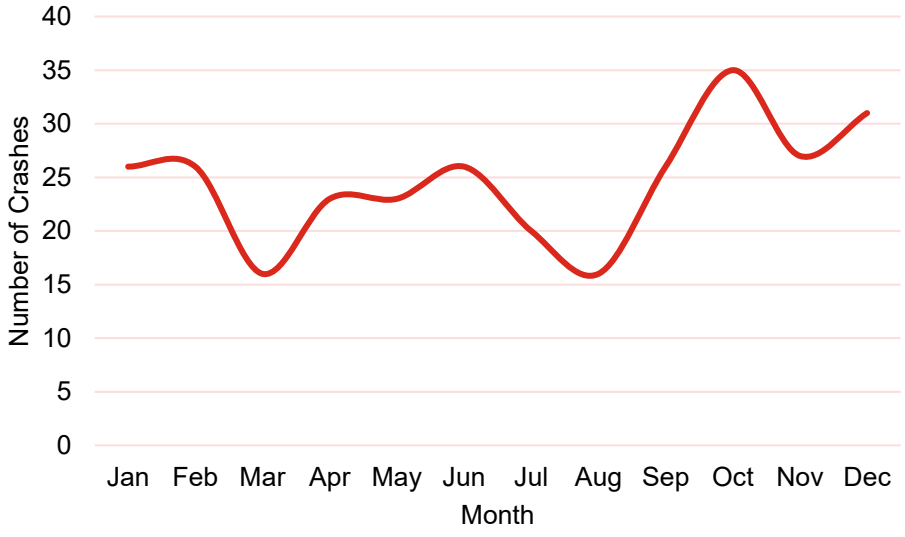


Figure 9: All Injury Crashes by Month of Year, 2020-2024

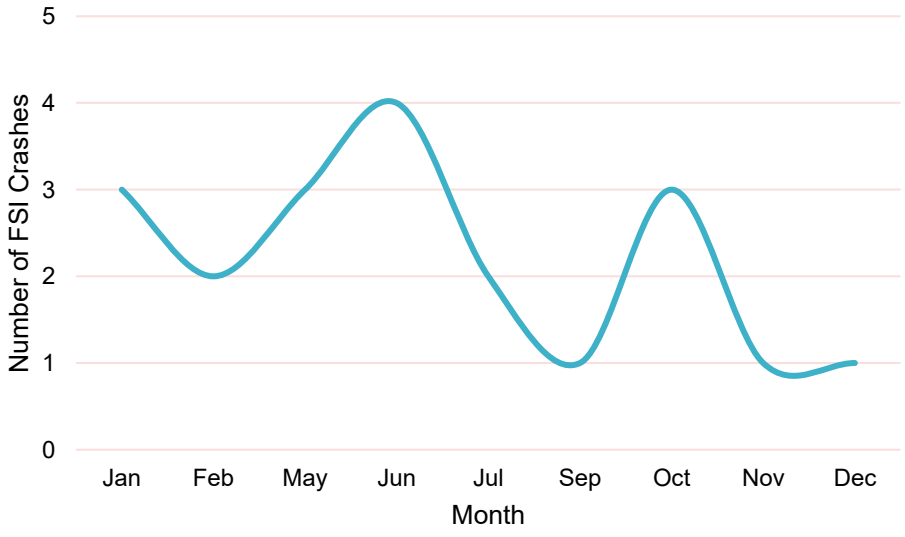


Figure 10: FSI Crashes by Month of Year, 2020-2024

Crashes by Time of Day

The number of crashes varies significantly during a typical 24-hour period. **Figure 11** shows all injury crashes rose throughout the day, with a peak from 6PM to 9PM. **Figure 11**: Crashes by Time of Day, 2020-2024

shows that FSI crashes were more common in the PM hours, with a peak from 9PM to 12AM.

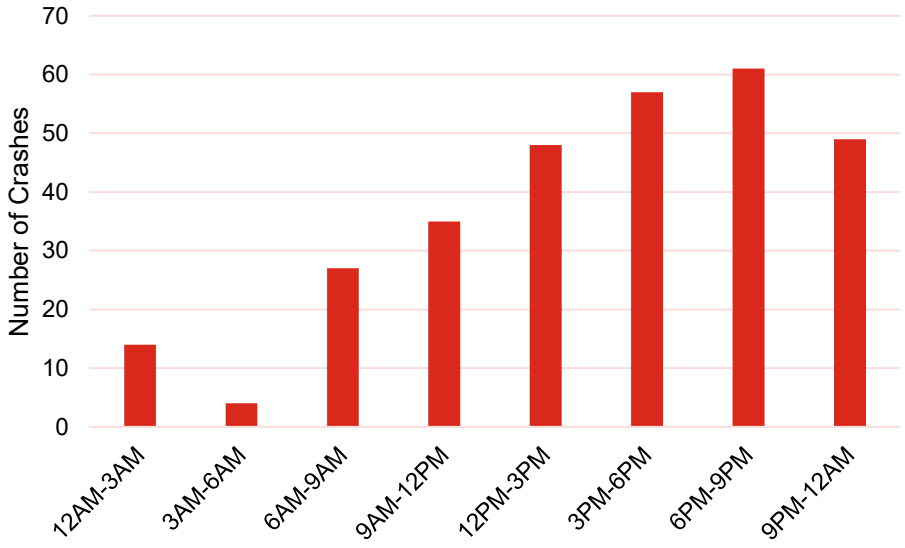


Figure 11: Crashes by Time of Day, 2020-2024

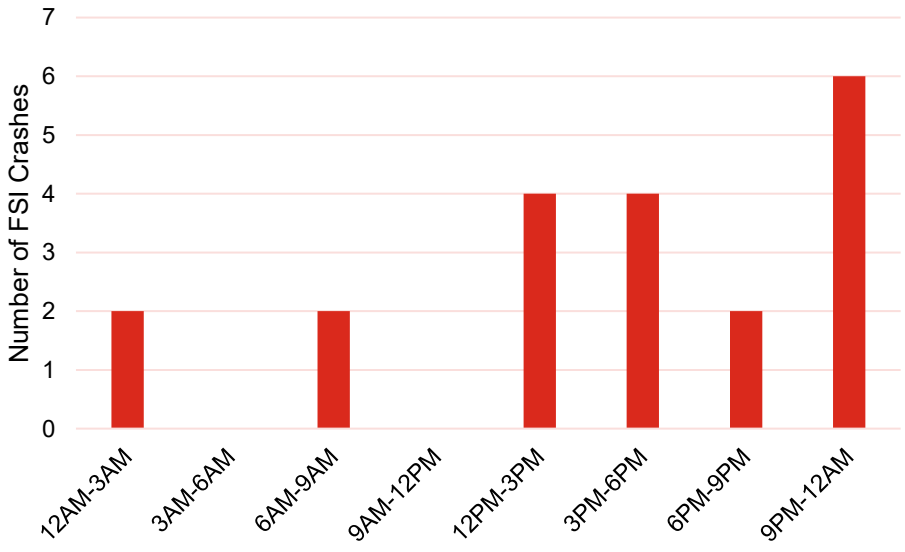


Figure 12: FSI Crashes by Time of Day, 2020-2024

Lighting Conditions

Light conditions affect all road users' safety, including their ability to see one another while traveling. As seen in **Figure 13**, 57% of pedestrian-involved crashes and 36% of bicyclist-involved crashes occurred during nighttime. Comparatively, only 28% of all FSI crashes occurred during nighttime.

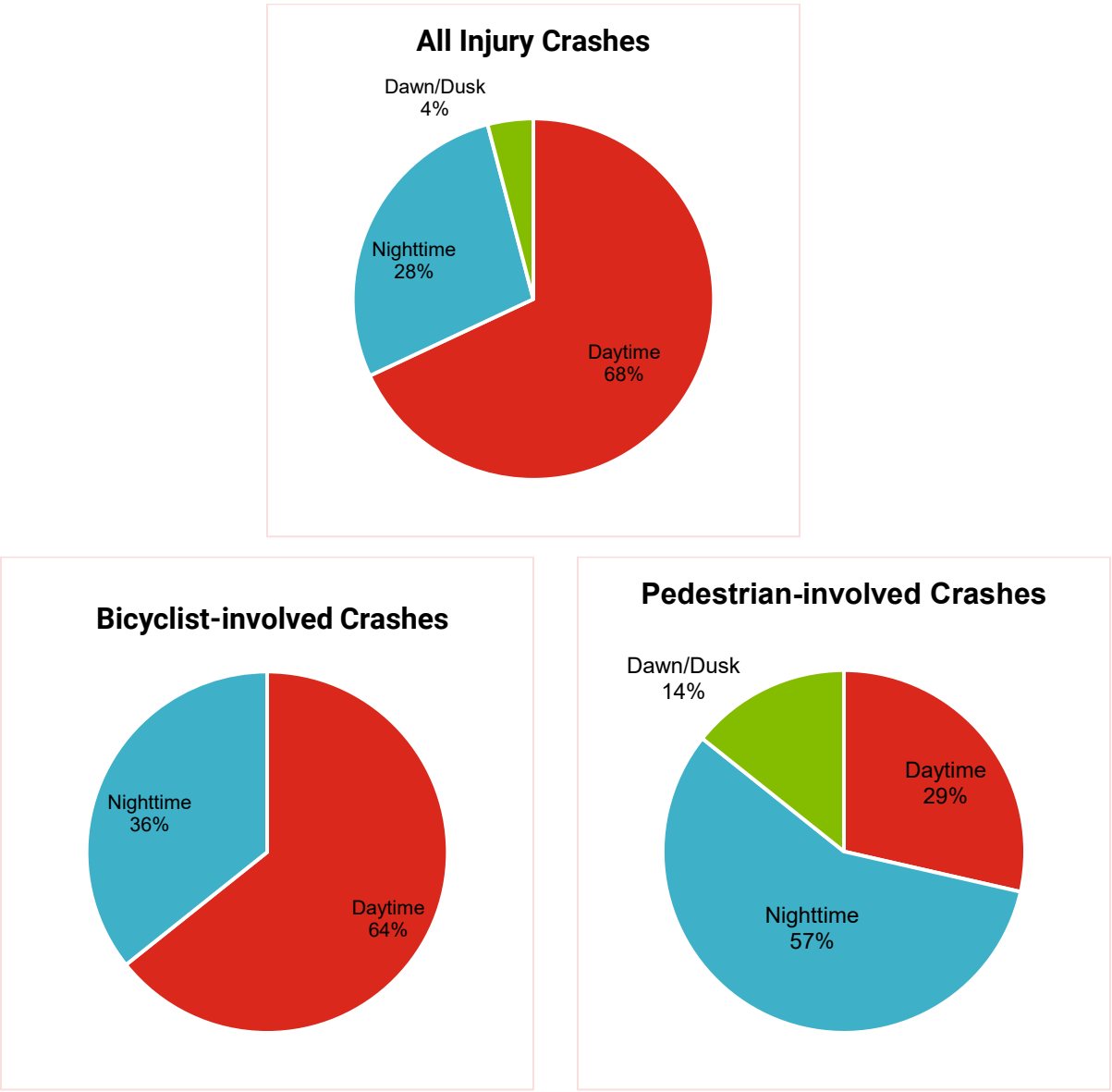


Figure 13: All Injury Crashes, Pedestrian, and Bicyclist Crashes by Lighting Conditions, 2020-2024

Junction Relationship

Along the Arden Way corridor, most crashes (82%) occurred within 250 feet of an intersection, which is similar to the distribution in FSI crashes, where 80% of FSI crashes occurred within 250 feet of an intersection.

Descriptive Crash Analysis Conclusion

The descriptive crash analysis for the Arden Way corridor highlights distinct patterns in crash frequency, severity, and contributing factors between 2020 and 2024. While the overall number of crashes has declined since 2021, broadside and rear-end collisions remain dominant, with unsafe speed, signal violations, and improper turning emerging as recurring primary collision factors. Pedestrian and bicyclist crashes, though less frequent, are disproportionately represented in fatal and serious injury outcomes, particularly under low-light conditions and near intersections. These findings underscore the need for targeted interventions addressing intersection safety, driver behavior, and nighttime visibility.

Intersection Crash Analysis

Toole Design has prepared the following crash analysis as part of the City of Sacramento's Vision Zero Action Plan along Arden Way. The crash analysis used injury crashes that occurred along the corridor from 2020-2024.

Intersection Analysis Methodology and Results

This geospatial analysis counted the number and severity of crashes within 250 feet of the center point of each intersection. **Table 2** shows the intersections along the corridor ranked by number of all injury crashes. **Figure 14** shows the results of the intersection analysis along the Arden Way corridor.

Table 2: Intersections by Number of Injury Crashes (2020-2024)

Intersection Name	Control Type	Total Crashes	KSI Crashes	KSI Motor Vehicle Crashes	KSI Ped Crashes	KSI Bicyclist Crashes	KSI VRU Crashes	All Motor Vehicle Crashes	All Ped Crashes	All Bicyclist Crashes	All VRU Crashes	DUI Crashes	Unsafe Speed Crashes	Red Light/Stop Sign Running Involved Crashes
Arden Way & Point West Way/ Sears Drwy	Signalized	44	1	1	0	0	0	42	0	2	2	2	14	13
Arden Way & Heritage Ln	Signalized	34	2	1	1	0	1	33	1	0	1	3	13	8
Arden Way & Challenge Way	Signalized	23	0	0	0	0	0	23	0	0	0	2	10	8
Arden Way & Del Paso Blvd	Signalized	22	2	2	0	0	0	19	0	3	3	1	11	3
Arden Way & Blumenfeld Dr/Harvard St	Signalized	17	1	1	0	0	0	17	0	0	0	1	8	4
Arden Way & Oxford St	Signalized	16	3	1	2	0	2	13	2	1	3	3	3	5
Arden Way & Beaumont St/Royal Oaks Dr	Signalized	16	0	0	0	0	0	13	3	0	3	1	11	3
Alta Arden Expy & Arden Way	Signalized	14	2	2	0	0	0	14	0	0	0	1	6	4
Arden Way & Ethan Way & Exposition Blvd	Signalized	13	1	1	0	0	0	13	0	0	0	0	3	2
Arden Way & Evergreen St	Signalized	12	0	0	0	0	0	11	0	1	1	2	5	3
Arden Fair Transit Center & Arden Way	One-Way/Two-Way Stop Controlled	9	0	0	0	0	0	7	0	2	2	1	1	0
Alta Arden Expy & Arden Way	One-Way/Two-Way Stop Controlled	6	0	0	0	0	0	6	0	0	0	0	3	0
Arden Way & Empress St	Signalized	6	2	1	0	1	1	4	1	1	2	0	2	0
Arden Way & Fairfield St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	3	0	0	0	0	3	0
Arden Way & Cambridge St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	1	1	1	2	0	0	0
Arden Way & Erickson St	One-Way/Two-Way Stop Controlled	2	0	0	0	0	0	2	0	0	0	0	0	0
Arden Way & Cantalier St	One-Way/Two-Way Stop Controlled	1	1	1	0	0	0	1	0	0	0	0	1	0
Arden Way & Boxwood St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0
Arden Way & Forrest St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0
Arden Way & Oakmont St	One-Way/Two-Way Stop Controlled	1	0	0	0	0	0	1	0	0	0	0	0	0

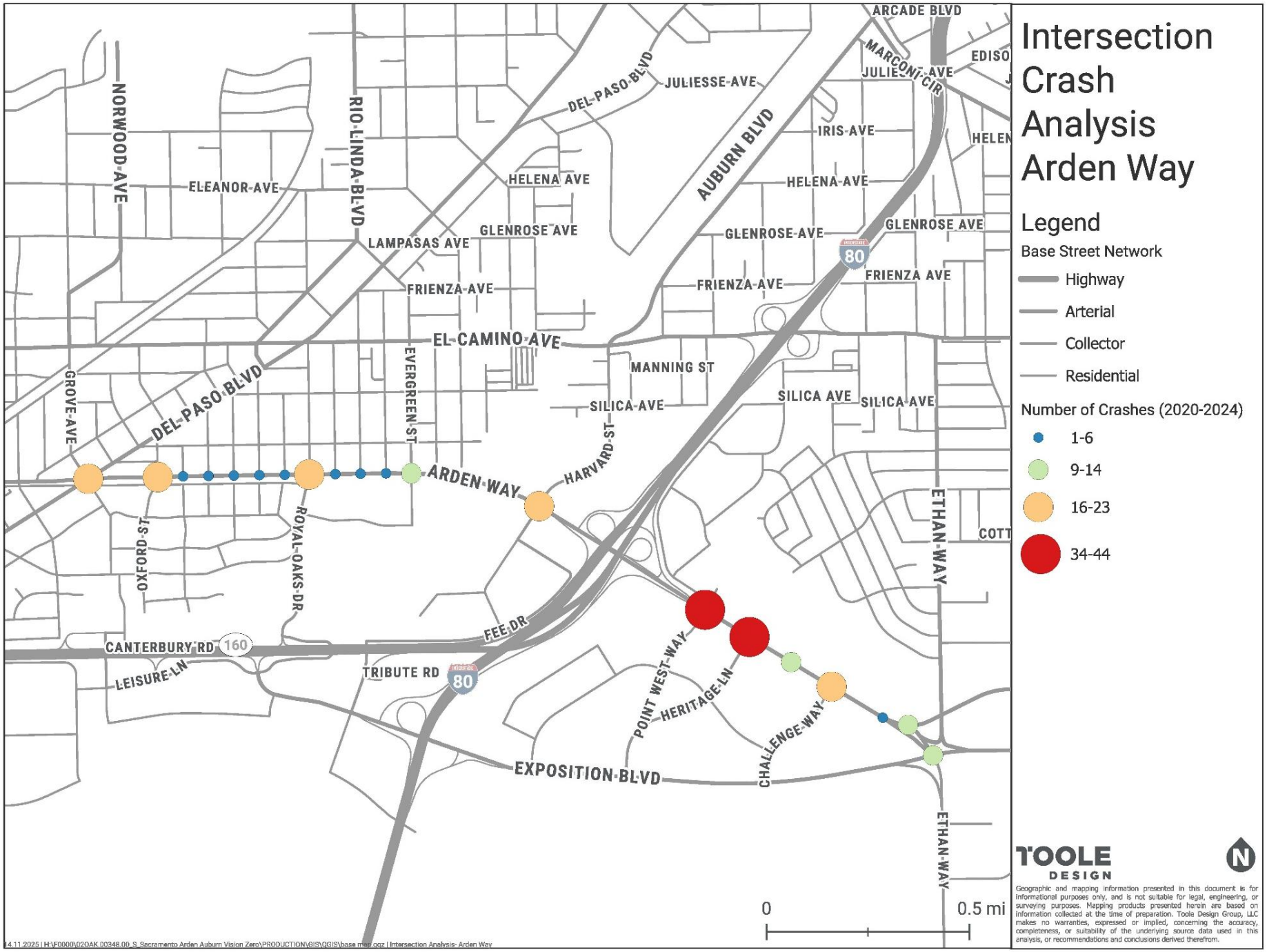


Figure 14: Intersection Analysis Results - Arden Way

TOOLE DESIGN

CRASH ANALYSIS FOR AUBURN BOULEVARD / HARVARD STREET

ARDEN-AUBURN MOBILITY PLAN

November 14, 2025

ARDEN-AUBURN MOBILITY PLAN

Introduction

This memo summarizes the results of the crash analysis conducted for the City of Sacramento's Arden-Auburn Mobility Plan along the **Auburn Boulevard/Harvard Street** corridor. The results draw on crash data from **2020 through 2024** along Auburn Boulevard/Harvard Street from Arden Way to Arcade Boulevard. This memo focuses both on all injury crashes, as well as fatal and serious injury (FSI) crashes, in order to identify opportunities to reduce impactful crashes through proven, innovative, and comprehensive strategies. No Property Damage Only (PDO) crashes were reviewed for this analysis. Both a descriptive, corridor-wide trend analysis and an intersection-level analysis were performed to identify recurring crash patterns and highlight locations with elevated safety concerns.

Descriptive Crash Analysis

Executive Summary of Key Findings from Descriptive Crash Analysis

Years of Crash Data analyzed: 2020 to 2024

Total Injury Crashes: 43

Total Fatal Crashes: 2

Total Serious Injury Crashes: 6

Crashes by Year: In 2023, the Auburn Boulevard/Harvard Street corridor had the highest crash total (79) and a total of 6 FSI crashes.

FSI Crashes by Mode: Crashes were classified as Motor Vehicle crashes if only motor vehicles were involved, but classified as Pedestrian, Bicyclist, or Motorcyclist crashes if those parties were involved in the crash.

- **Motor Vehicles:** Motor vehicle-involved crashes account for 86% of all severities, but just 67% of serious injury crashes and 50% of fatal crashes. There were 37 motor vehicle-involved crashes during the study period, and 5 of these resulted in a fatality or serious injury, meaning that 14% of all motor vehicle-involved crashes resulted in a fatality or serious injury.
- **Pedestrians**: Pedestrian-involved crashes account for 9% of crashes of all severities, but 17% of all serious injury crashes and 50% of all fatal crashes. There were 4 pedestrian-involved crashes during the study period, and 2 of these resulted in a fatality or serious injury, meaning that 50% of all pedestrian-involved crashes resulted in a fatality or serious injury. Crashes involving pedestrians include people in wheelchairs and those using small rideable devices such as skateboards and scooters.
- **Bicyclists**: Bicyclist-involved crashes account for 5% of all crashes, but 13% of all FSI crashes. There were 2 crashes that involved a bicyclist during the study period, and 1 resulted in a fatality or serious injury, meaning that 50% of bicyclist-involved crashes resulted in a fatality or serious injury.

Crash Types: Rear-end crashes happened most often, representing 35% of all crashes, followed by broadside crashes (30%) and hit object crashes (14%). Vehicle-pedestrian, rear-end, and hit object crashes each represent 25% of FSI crashes.

Environmental Characteristics:

- **Weather and Road Conditions:** 100% of crashes occurred in clear or cloudy conditions, and 88% of crashes occurred when roads were dry. This does not mean that weather and road conditions do not produce crashes.
- **Time of Day**: All crashes and FSI crashes both tended to increase throughout the day. All crashes peaked from 3PM-6PM and FSI crashes peaked from 9PM-12AM.

- **Lighting Conditions**: 58% percent of crashes occurred during daytime, but 50% of crashes involving pedestrians occurred during nighttime. Darkness commonly elevates risk, especially for pedestrians and bicyclists due to reduced visibility and increased vehicle speeds at night, among other reasons.

Descriptive Crash Analysis Methodology

The descriptive crash analysis methodology consisted of data collection, consolidation, and analysis based on law enforcement-reported crash data. A series of high-level descriptive summary tables and charts attempt to capture relationships between crash data factors and attributes. These statistics look at broader crash trends and patterns, providing insights to inform which variables deserve further examination.

This report provides planners, engineers, and decision-makers with high-level data to help respond to crash patterns and determine which crash factors tend to produce the most FSI crashes across the study area. This information can also be used to guide the development of new behavioral safety programs, policy modifications, and safety-focused engineering countermeasures.

Crash Data Overview

Crash data for this analysis was provided by the California Statewide Integrated Traffic Records System (SWITRS). The dataset consists of all injury crashes from 2020 through 2024. It is compiled from police reports that law enforcement officers complete when investigating a roadway crash. No Property Damage Only (PDO) crashes were reviewed for this analysis.

This memo focuses primarily on fatal and serious injury crashes, defined as crashes which involved a fatality, also known as *K* severity crashes, according to the *KABCO* scale, as well as crashes which involved a serious injury, also known as *A* severity. A serious injury is any non-fatal injury that prevents a person from walking, driving, or participating in activities they were capable of prior to the crash.

Study Limitations

Exposure Data

The analyses reported in this memo do not adjust for motorist, pedestrian, or bicyclist exposure rates based on volumes for these modes. Therefore, results show crash events but not frequency of crashes normalized by level of motor vehicle, pedestrian, or bicycle volumes.

As an example, the analyses indicate that pedestrian crashes are more common in daylight than in dark conditions. This does not mean that daylight conditions are inherently more dangerous than dark conditions. Rather, it is consistent with the generally held belief that people are more likely to walk in light conditions than in dark conditions.

General Crash Trends

Figure 1 shows the number of injury crashes along the Auburn Boulevard/Harvard Street corridor from 2020 to 2024 and **Figure 2** shows the number of fatal and serious injury crashes along the Auburn Boulevard/Harvard Street corridor from 2020 to 2024.

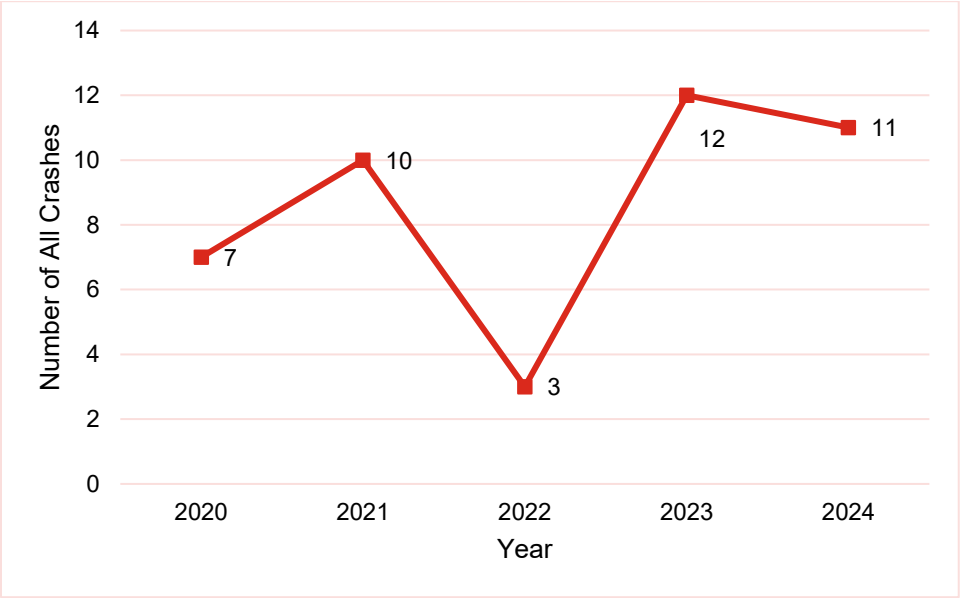


Figure 1: Auburn Boulevard/Harvard Street Corridor Injury Crashes by Year, 2020-2024

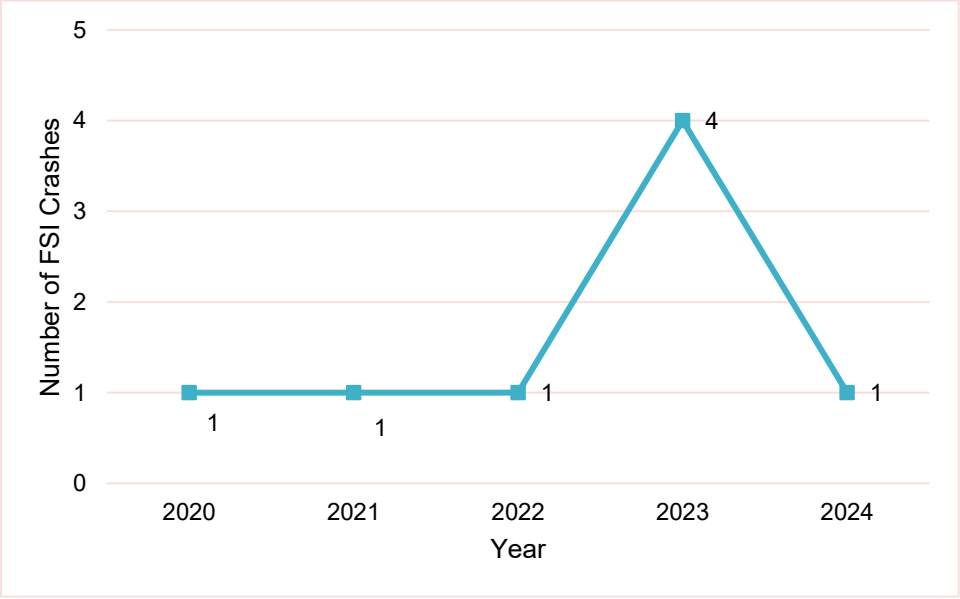


Figure 2: Auburn Boulevard/Harvard Street Corridor Fatal and Serious Injury Crashes by Year, 2020-2024

Crashes by Mode

Table 1 shows the severity distribution of crashes by mode involved. Along the Auburn Boulevard/Harvard Street corridor, pedestrian and bicyclist-involved crashes made up a higher percentage of fatal and severe injury crashes than of total crashes. Pedestrian-involved crashes made up just 9% of all crashes, but 50% of fatal crashes and 17% of serious injury crashes. Bicycle-involved crashes made up just 5% of all crashes, but 17% of serious injury crashes.

Table 1: Crashes by Mode, 2020-2024

Crash Mode	Fatal Crashes	**% of All Fatal Crashes**	Serious Injury Crashes	**% of All Serious Injury Crashes**	All Injury Crashes	**% of All Injury Crashes**
Bicyclist-involved	0	0%	1	17%	2	5%
Pedestrian-involved	1	50%	1	17%	4	9%
Motor Vehicle-involved	1	50%	4	67%	37	86%
All Modes	**2**	**100%**	**6**	**100%**	**43**	**100%**

Crash Contributors

Crash Types

Figure 3 shows the distribution of crash types for all injury crashes along the Auburn Boulevard/Harvard Street corridor. Rear-end crashes were the most common at 35%, followed by broadside at 30% and sideswipe at 12%.

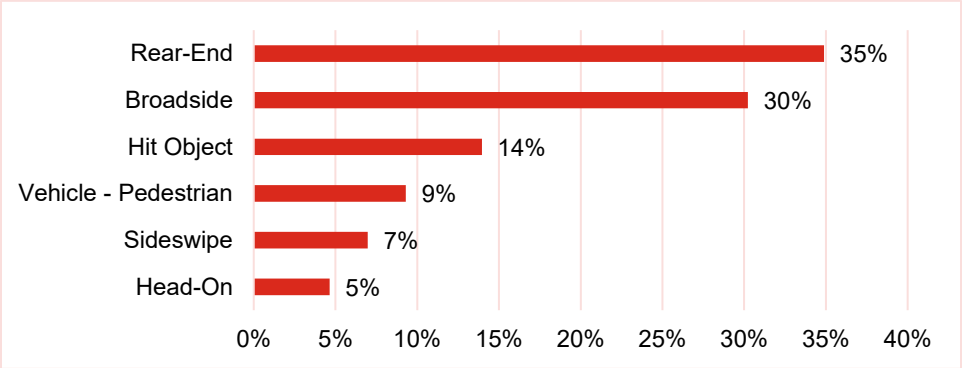


Figure 3: Crash Types (All Injury Crashes), 2020-2024

Figure 4 summarizes crash types for FSI crashes along the Auburn Boulevard/Harvard Street corridor. Vehicle-pedestrian, rear-end, and hit-object crashes each accounted for 25% of FSI crashes.

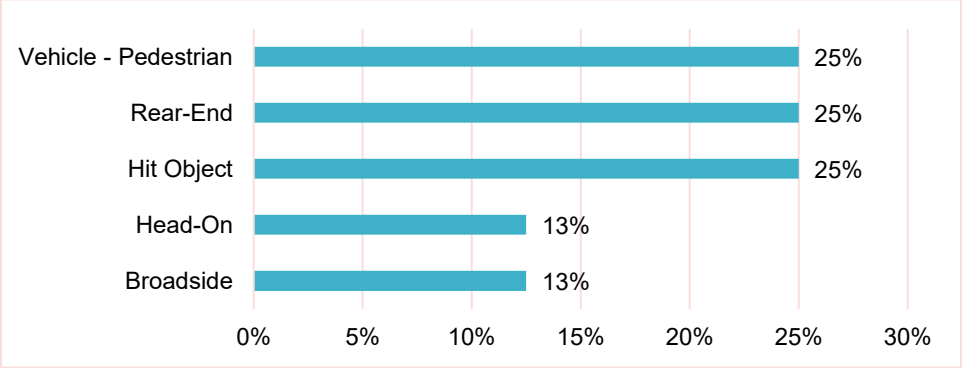


Figure 4: Crash Types (FSI Crashes), 2020-2024

Primary Collision Factors

Crash reports ask responding law enforcement officers to list the primary cause of a crash. Though there may be multiple factors contributing to a crash, responding law enforcement officers choose a primary factor, based on what they see and interpret at the crash scene. This information provides insight into events, behaviors, or factors that contributed to a crash, but it does not necessarily capture the full explanation of what led to a crash. For example, speeding can sometimes be underreported as a leading contributing factor, because responding law enforcement officers may not have clear evidence that speeding occurred.

The most common factors among all injury crashes along the Auburn Boulevard/Harvard Street corridor, as shown in **Figure 5** were Unsafe Speed (40%), followed by Automobile Right-of-Way Violations (14%) and Driving Under the Influence (9%).

The most common factors among FSI crashes along the Auburn Boulevard/Harvard Street corridor, as shown in **Figure 6**, were Unsafe Speed (38%), Driving Under the Influence (13%), and Unsafe Lane Change (13%).

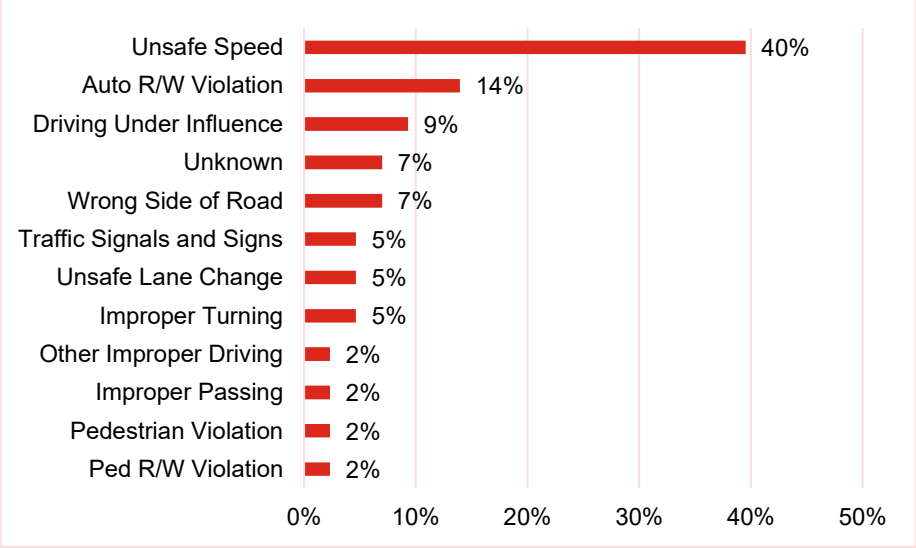


Figure 5: Top Primary Collision Factor in All Injury Crashes, 2020-2024

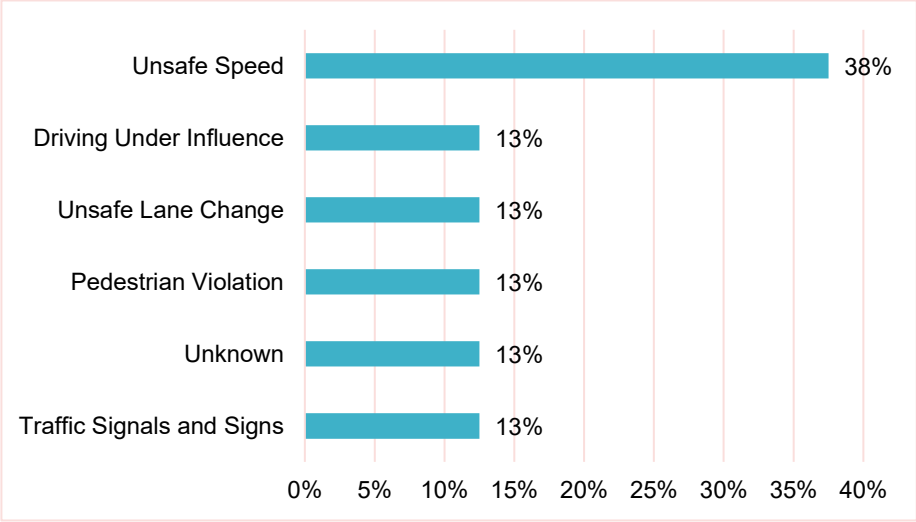


Figure 6: Top Primary Collision Factor in FSI Crashes, 2020-2024

Environmental Characteristics

Weather and Roadway Conditions

The majority of both all injury crashes and FSI crashes occurred in good weather and roadway conditions. All of the injury crashes and FSI crashes occurred in cloudy or clear conditions. Just 12% of all injury crashes occurred on wet roadways and no FSI crashes occurred on wet roadways.

Crashes by Time of Year

Figure 7 and **Figure 8** summarize all injury crashes and FSI crashes by month of year. Along the Auburn Boulevard/Harvard Street corridor, higher numbers of crashes occurred in fall months (September, October, November). For FSI crashes, there were peaks in June and October.

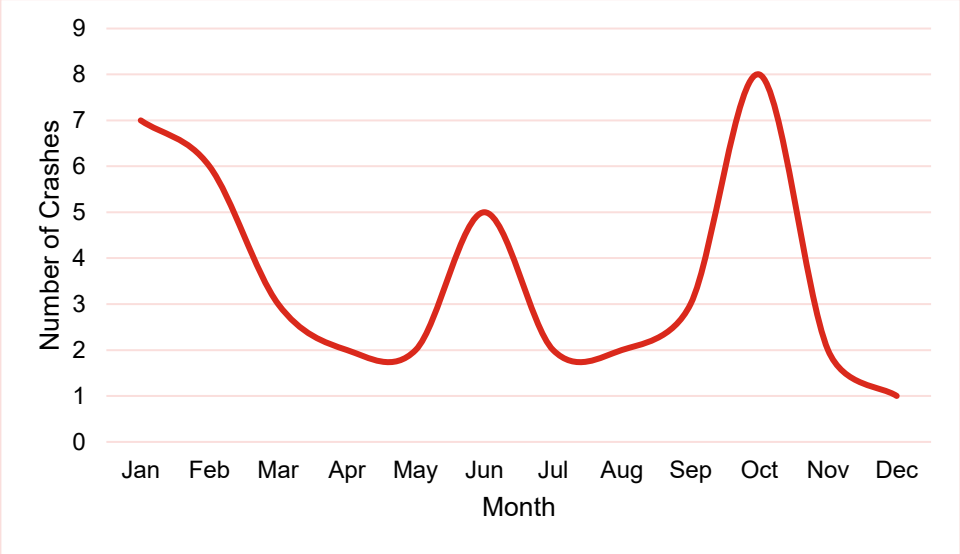


Figure 7: All Injury Crashes by Month of Year, 2020-2024

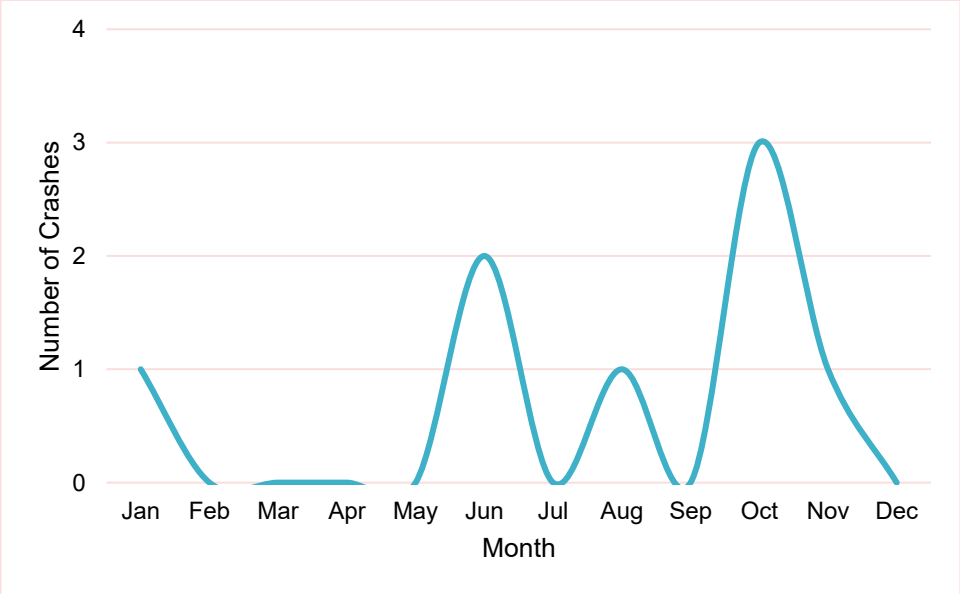


Figure 8: FSI Crashes by Month of Year, 2020-2024

Crashes by Time of Day

The number of crashes varies significantly during a typical 24-hour period. **Figure 9** shows all injury crashes varied throughout the day, with a peak from 3PM to 6PM. **Figure 10** shows that FSI crashes were more common in the PM hours, with a peak from 9PM to 12AM.

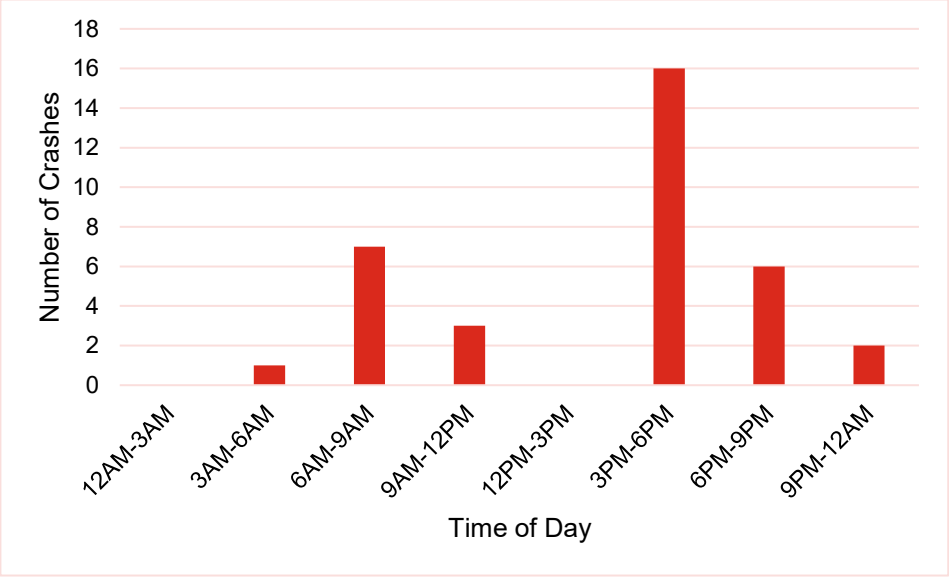


Figure 9: All Injury Crashes by Time of Day, 2020-2024

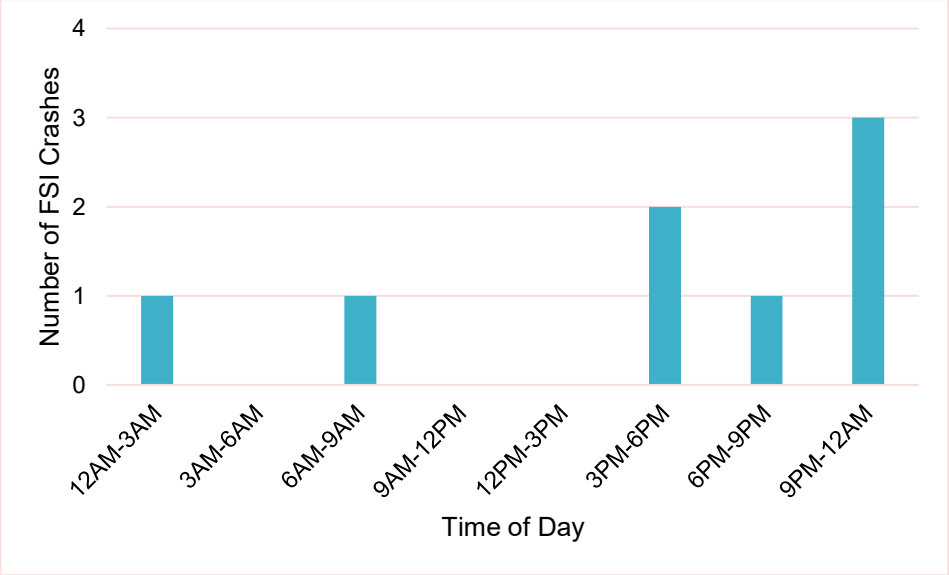


Figure 10: FSI Crashes by Time of Day, 2020-2024

Lighting Conditions

Light conditions affect all road users' safety, including their ability to see one another while traveling. As seen in **Figure 11**, 50% of pedestrian-involved crashes occurred during nighttime. Comparatively, only 26% of all FSI crashes occurred during nighttime.

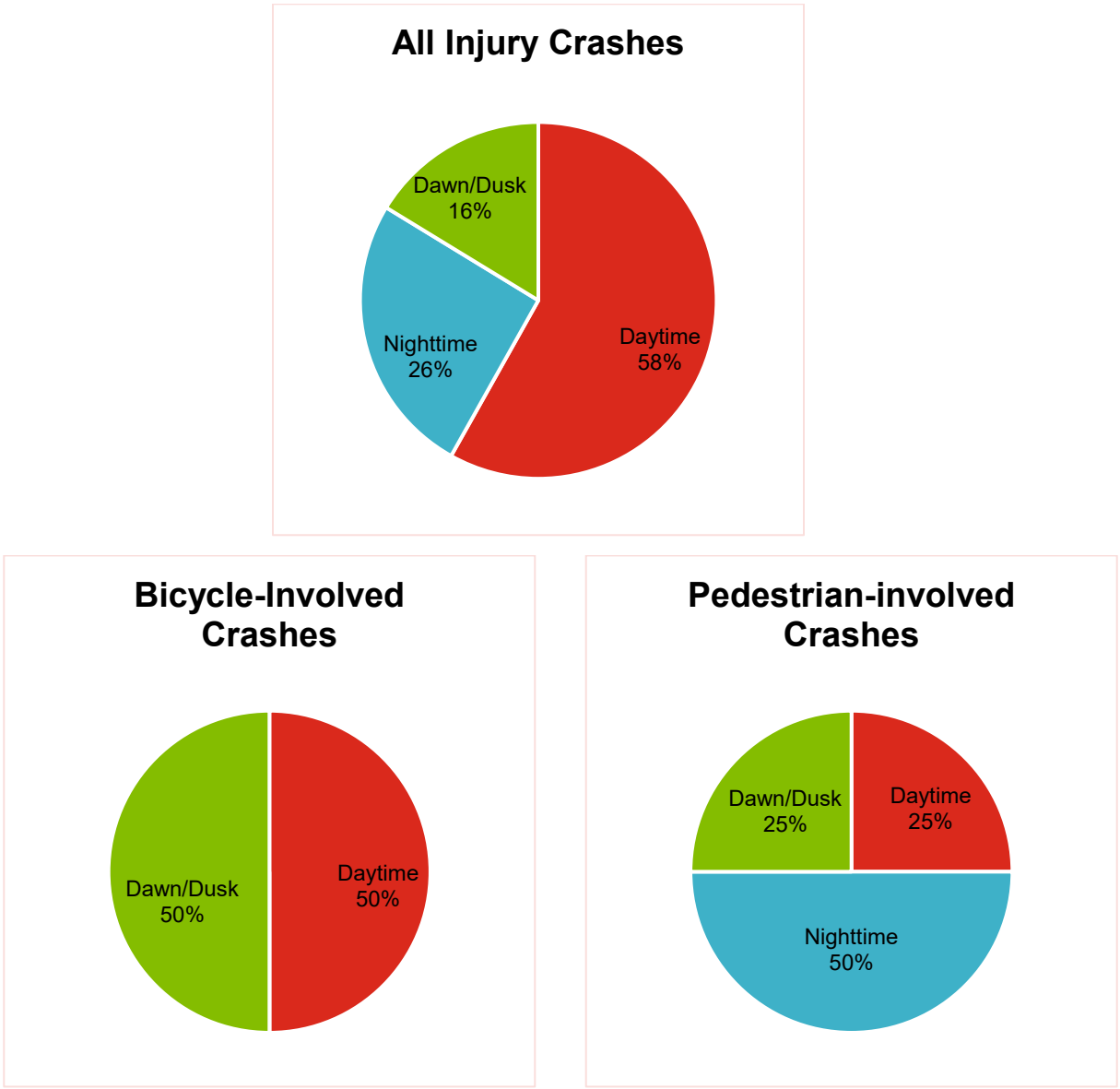


Figure 11: All Injury Crashes, Pedestrian, and Bicyclist Crashes by Lighting Conditions, 2020-2024

Junction Relationship

Along the Auburn Boulevard/Harvard Street corridor, most crashes (79%) occurred within 250 feet of an intersection, which is similar to the distribution in FSI crashes, where 75% of FSI crashes occurred within 250 feet of an intersection.

Descriptive Crash Analysis Conclusion

The descriptive crash analysis for the Auburn Boulevard/Harvard Street corridor highlights distinct patterns in crash frequency, severity, and contributing factors between 2020 and 2024. While the overall number of crashes has declined since 2023, rear-end and broadside collisions remain dominant, with unsafe speed, right-of-way violations, and driving under the influence emerging as recurring primary collision factors. Pedestrian and bicyclist crashes, though less frequent, are disproportionately represented in fatal and serious injury outcomes, particularly under low-light conditions and near intersections. These findings underscore the need for targeted interventions addressing intersection safety, driver behavior, and nighttime visibility.

Intersection Crash Analysis

Toole Design has prepared the following crash analysis as part of the City of Sacramento's Vision Zero Action Plan along the Auburn Boulevard/Harvard Street corridor. The crash analysis used injury crashes that occurred along the corridor from 2020-2024.

Intersection Analysis Methodology and Results

This geospatial analysis counted the number and severity of crashes within 250 feet of the center point of each intersection. **Table 2** shows the intersections along the corridor ranked by number of all injury crashes. **Figure 12** shows the results of the intersection analysis along the Auburn Boulevard/Harvard Street corridor.

Table 2: Intersections by Number of Injury Crashes (2020-2024)

Intersection Name	Control Type	Total Crashes	KSI Crashes	KSI Motor Vehicle Crashes	KSI Ped Crashes	KSI Bicyclist Crashes	KSI VRU Crashes	All Motor Vehicle Crashes	All Ped Crashes	All Bicyclist Crashes	All VRU Crashes	DUI Crashes	Unsafe Speed Crashes	Red Light/Stop Sign Running Involved Crashes
Auburn Blvd & Frienza Ave	One-Way/Two-Way Stop Controlled	9	1	1	0	0	0	9	0	0	0	0	2	0
Auburn Blvd & Marconi Cir	Signalized	6	1	0	0	1	1	4	0	2	2	1	3	1
Auburn Blvd & Helena Ave	One-Way/Two-Way Stop Controlled	4	2	1	1	0	1	3	1	0	1	0	2	0
Auburn Blvd & Glenrose Ave	One-Way/Two-Way Stop Controlled	4	0	0	0	0	0	4	0	0	0	0	0	1
Auburn Blvd & Plover St	One-Way/Two-Way Stop Controlled	3	0	0	0	0	0	2	1	0	1	0	1	0
Harvard St & Manning St	One-Way/Two-Way Stop Controlled	3	1	0	1	0	1	2	1	0	1	1	1	0
Auburn Blvd & Juliesse Ave	One-Way/Two-Way Stop Controlled	2	0	0	0	0	0	2	0	0	0	0	1	0
Auburn Blvd & Iris Ave	One-Way/Two-Way Stop Controlled	2	1	1	0	0	0	2	0	0	0	1	1	0
Harvard St & Dixieanne Ave	One-Way/Two-Way Stop Controlled	2	1	1	0	0	0	2	0	0	0	0	1	0
Harvard St & Silica Ave	All-Way Stop Controlled	0	0	0	0	0	0	0	0	0	0	0	0	0

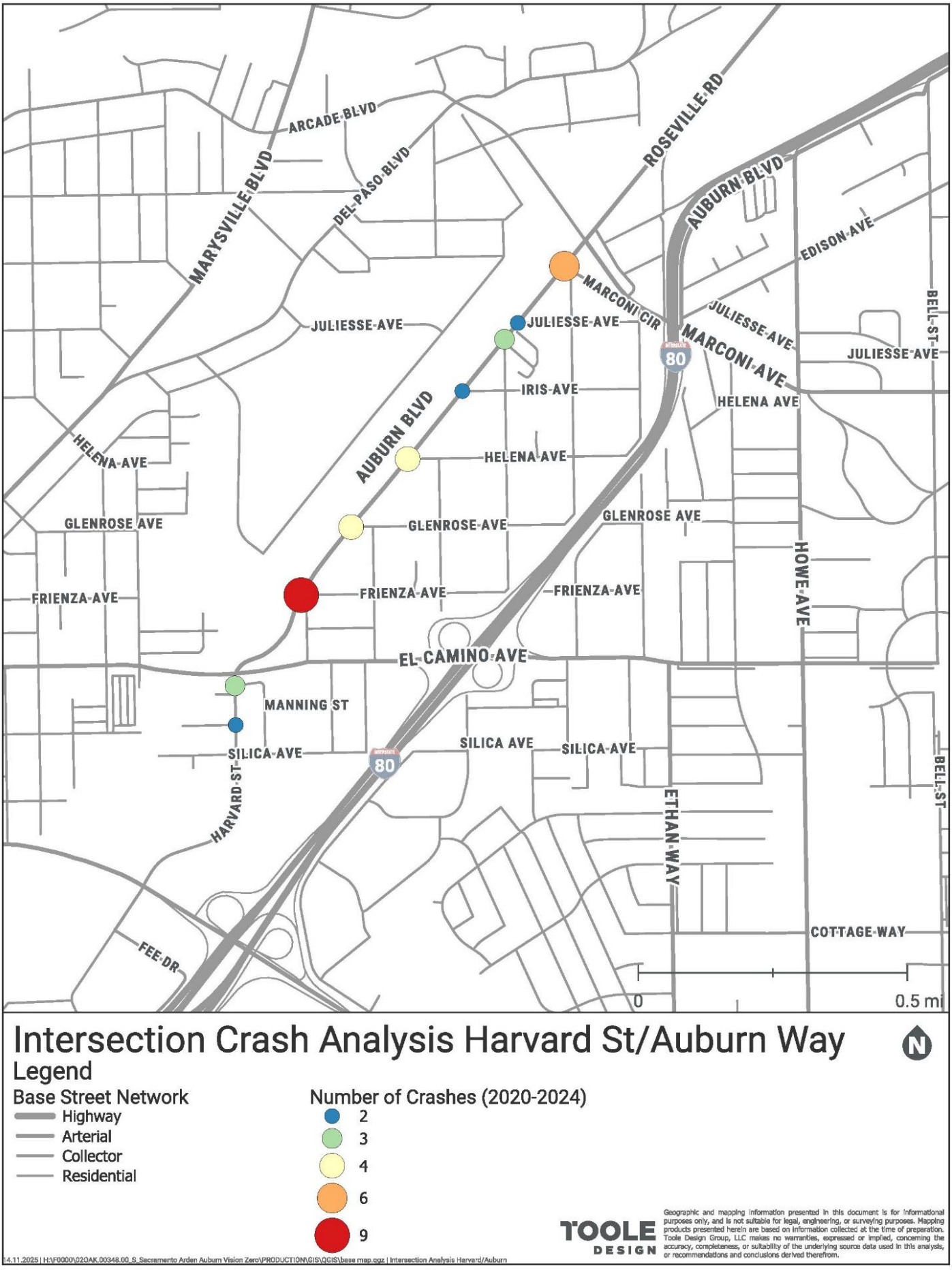
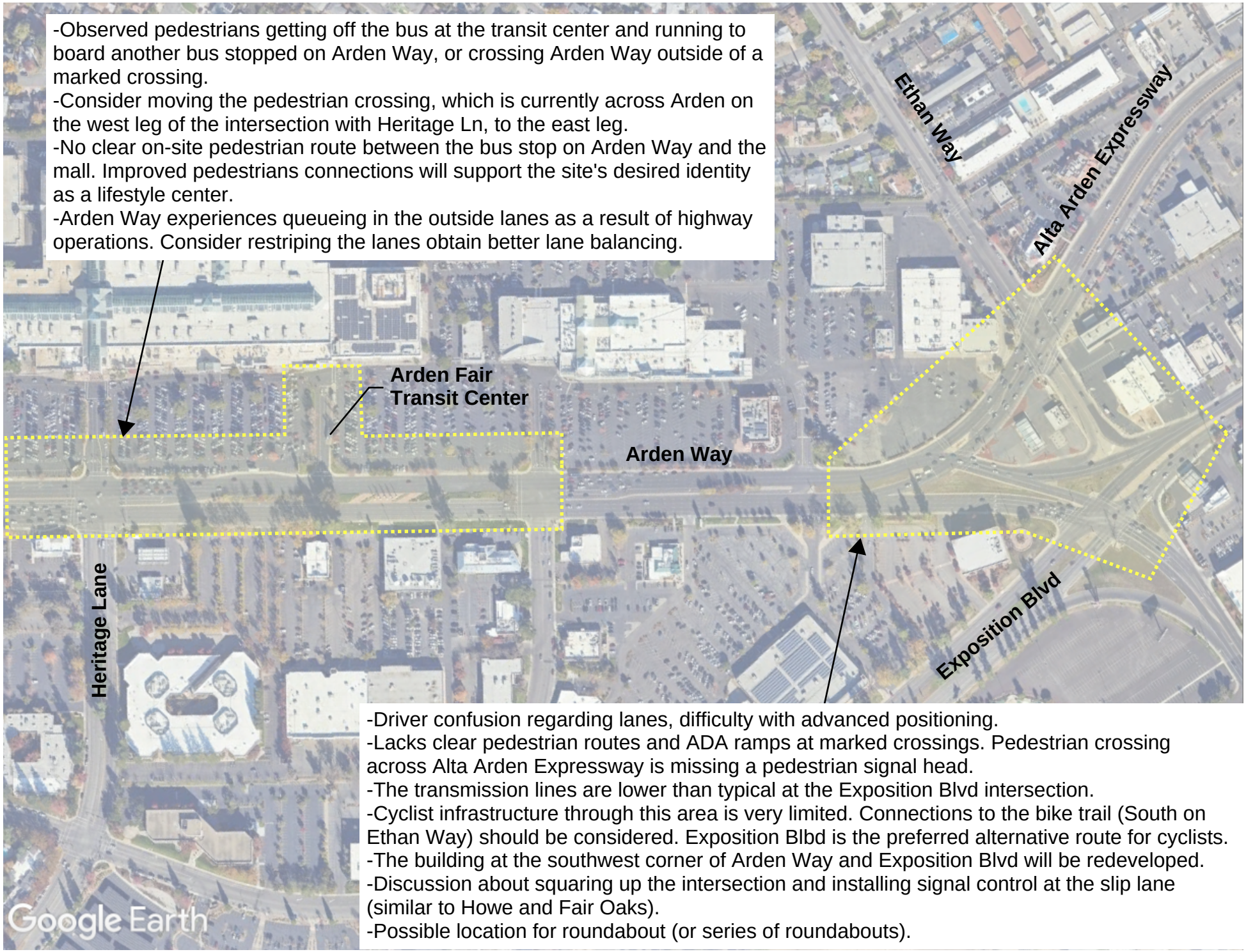


Figure 12: Intersection Analysis Results – Harvard St/Auburn Way Corridor

Appendix I: Project Area RSA Summary

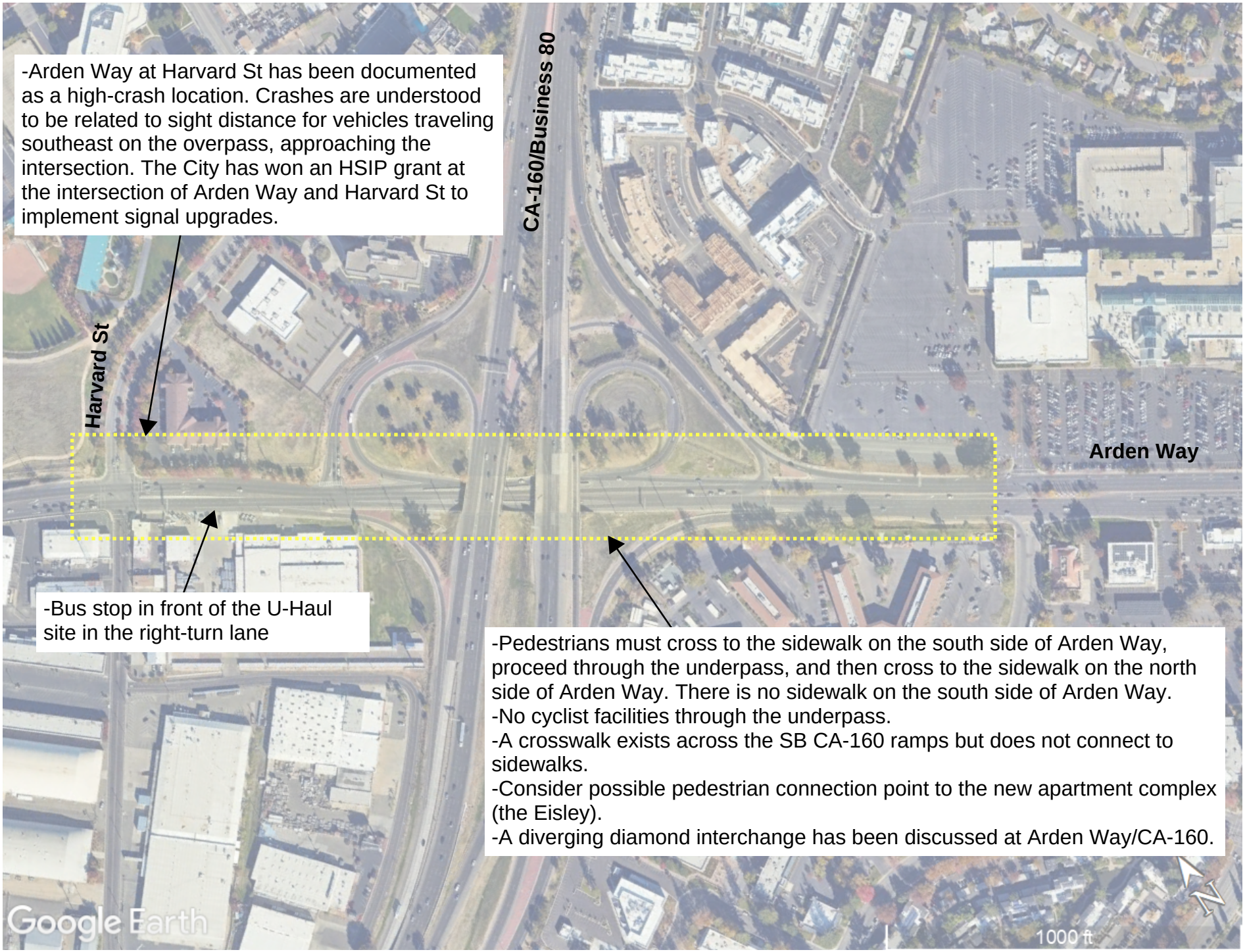
EAST ARDEN (1)



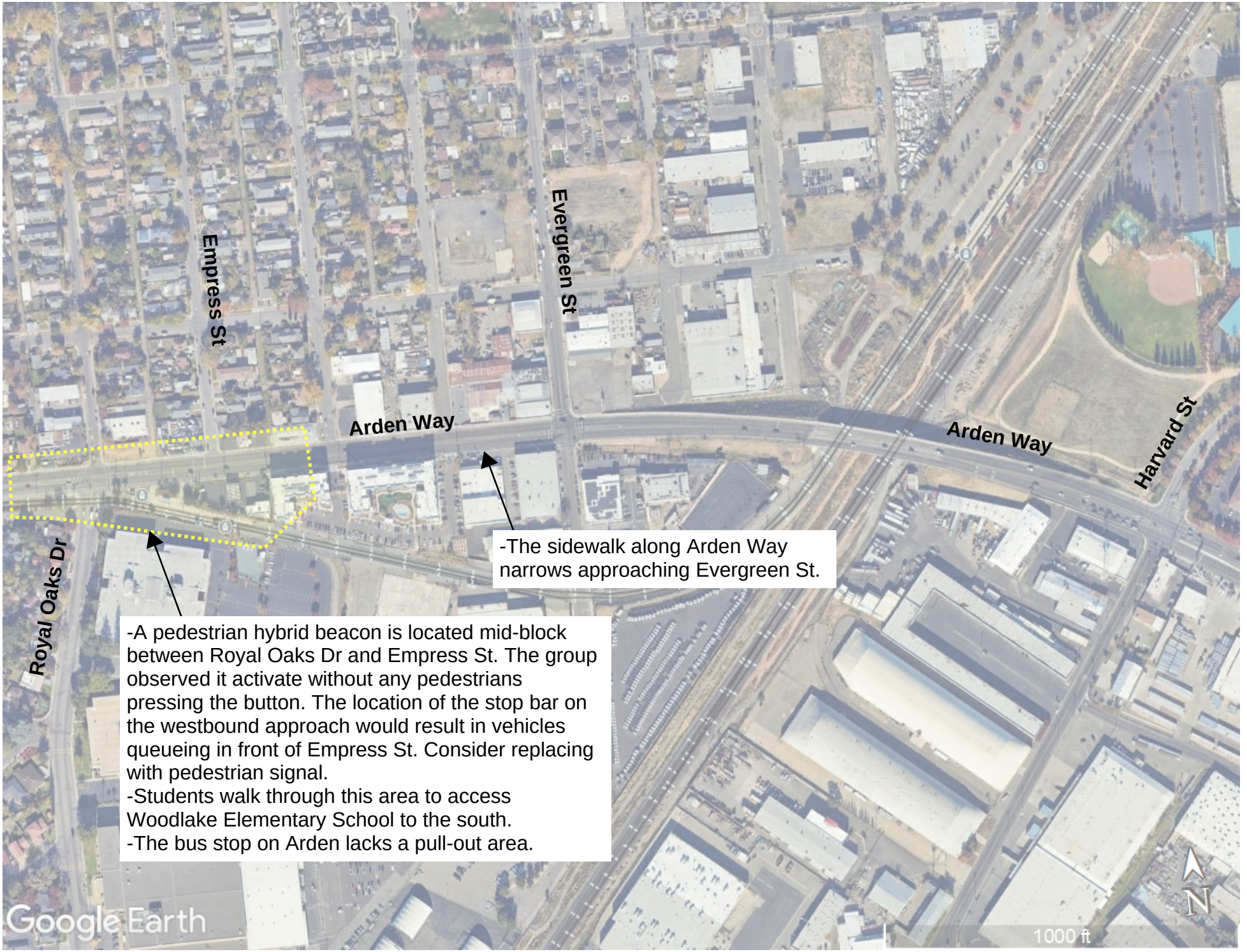
-Observed pedestrians getting off the bus at the transit center and running to board another bus stopped on Arden Way, or crossing Arden Way outside of a marked crossing.
-Consider moving the pedestrian crossing, which is currently across Arden on the west leg of the intersection with Heritage Ln, to the east leg.
-No clear on-site pedestrian route between the bus stop on Arden Way and the mall. Improved pedestrians connections will support the site's desired identity as a lifestyle center.
-Arden Way experiences queueing in the outside lanes as a result of highway operations. Consider restriping the lanes obtain better lane balancing.

-Driver confusion regarding lanes, difficulty with advanced positioning.
-Lacks clear pedestrian routes and ADA ramps at marked crossings. Pedestrian crossing across Alta Arden Expressway is missing a pedestrian signal head.
-The transmission lines are lower than typical at the Exposition Blvd intersection.
-Cyclist infrastructure through this area is very limited. Connections to the bike trail (South on Ethan Way) should be considered. Exposition Blbd is the preferred alternative route for cyclists.
-The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
-Discussion about squaring up the intersection and installing signal control at the slip lane (similar to Howe and Fair Oaks).
-Possible location for roundabout (or series of roundabouts).

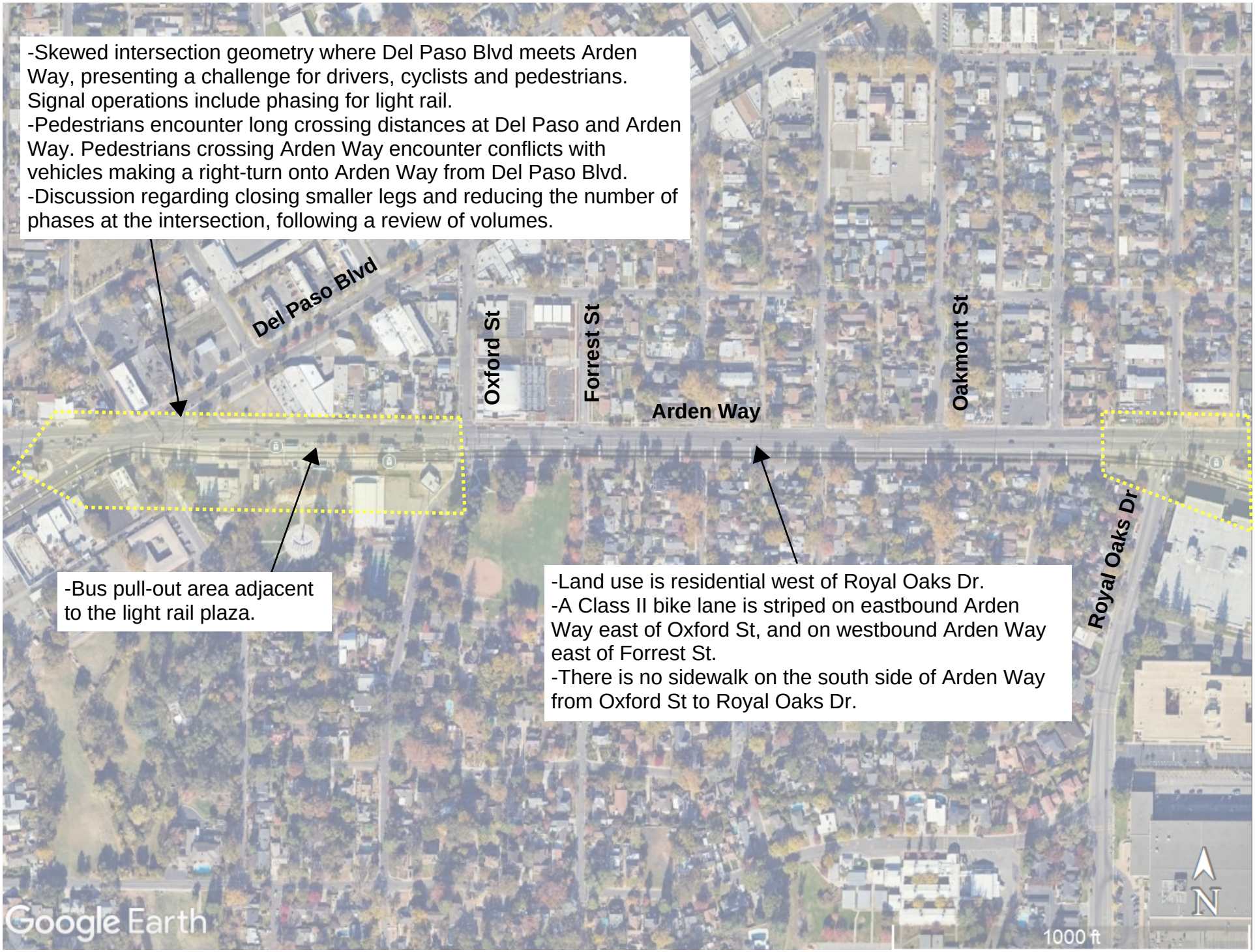
EAST ARDEN (2)


-Arden Way at Harvard St has been documented as a high-crash location. Crashes are understood to be related to sight distance for vehicles traveling southeast on the overpass, approaching the intersection. The City has won an HSIP grant at the intersection of Arden Way and Harvard St to implement signal upgrades.
CA-160/Business 80
Harvard St
Arden Way
-Bus stop in front of the U-Haul site in the right-turn lane
-Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way.
-No cyclist facilities through the underpass.
-A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.
-Consider possible pedestrian connection point to the new apartment complex (the Eisley).
-A diverging diamond interchange has been discussed at Arden Way/CA-160.
Google Earth
1000 ft
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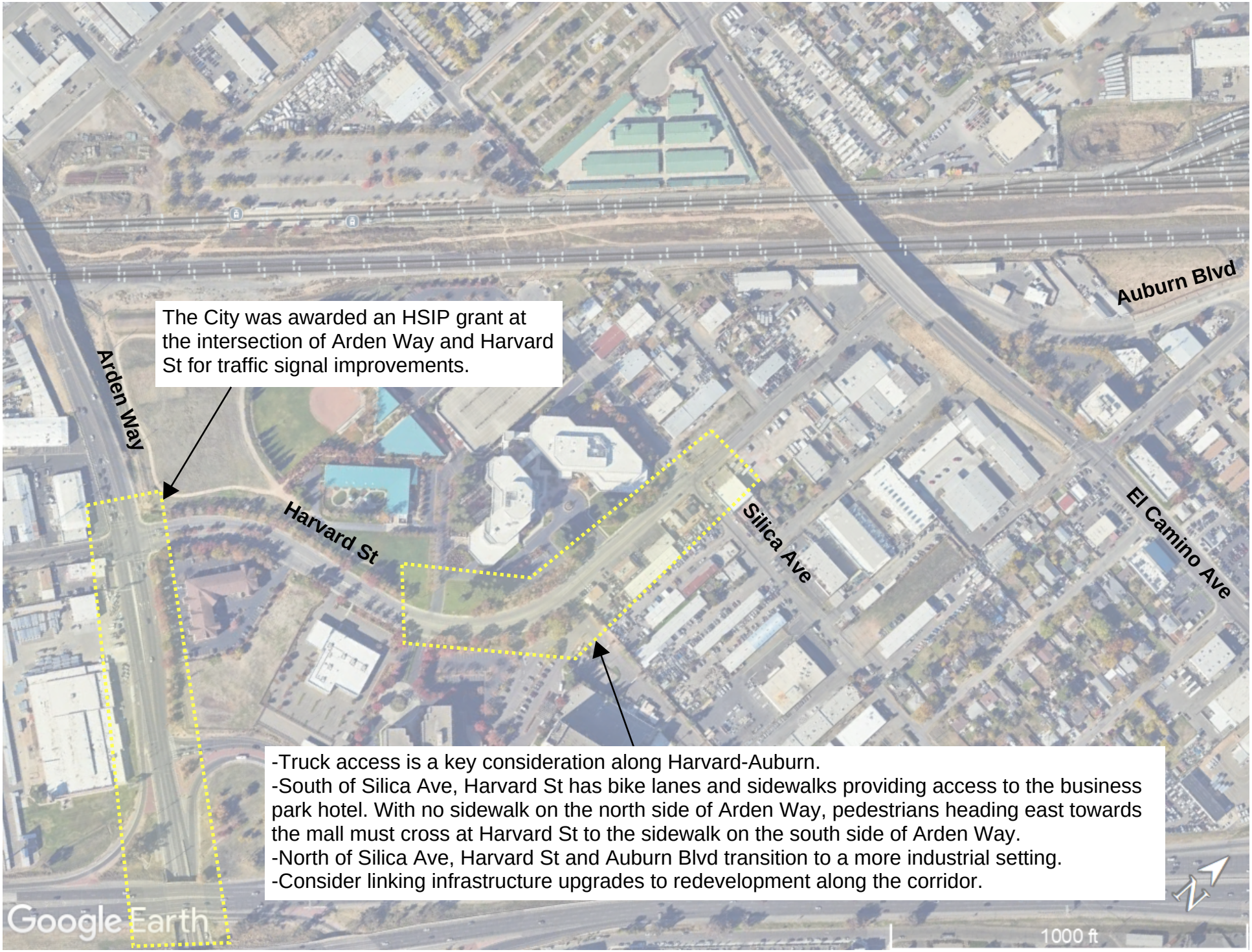
WEST ARDEN (1)


Empress St
Evergreen St
Arden Way
Arden Way
Harvard St
Royal Oaks Dr
-The sidewalk along Arden Way narrows approaching Evergreen St.
-A pedestrian hybrid beacon is located mid-block between Royal Oaks Dr and Empress St. The group observed it activate without any pedestrians pressing the button. The location of the stop bar on the westbound approach would result in vehicles queueing in front of Empress St. Consider replacing with pedestrian signal.
-Students walk through this area to access Woodlake Elementary School to the south.
-The bus stop on Arden lacks a pull-out area.
Google Earth
N
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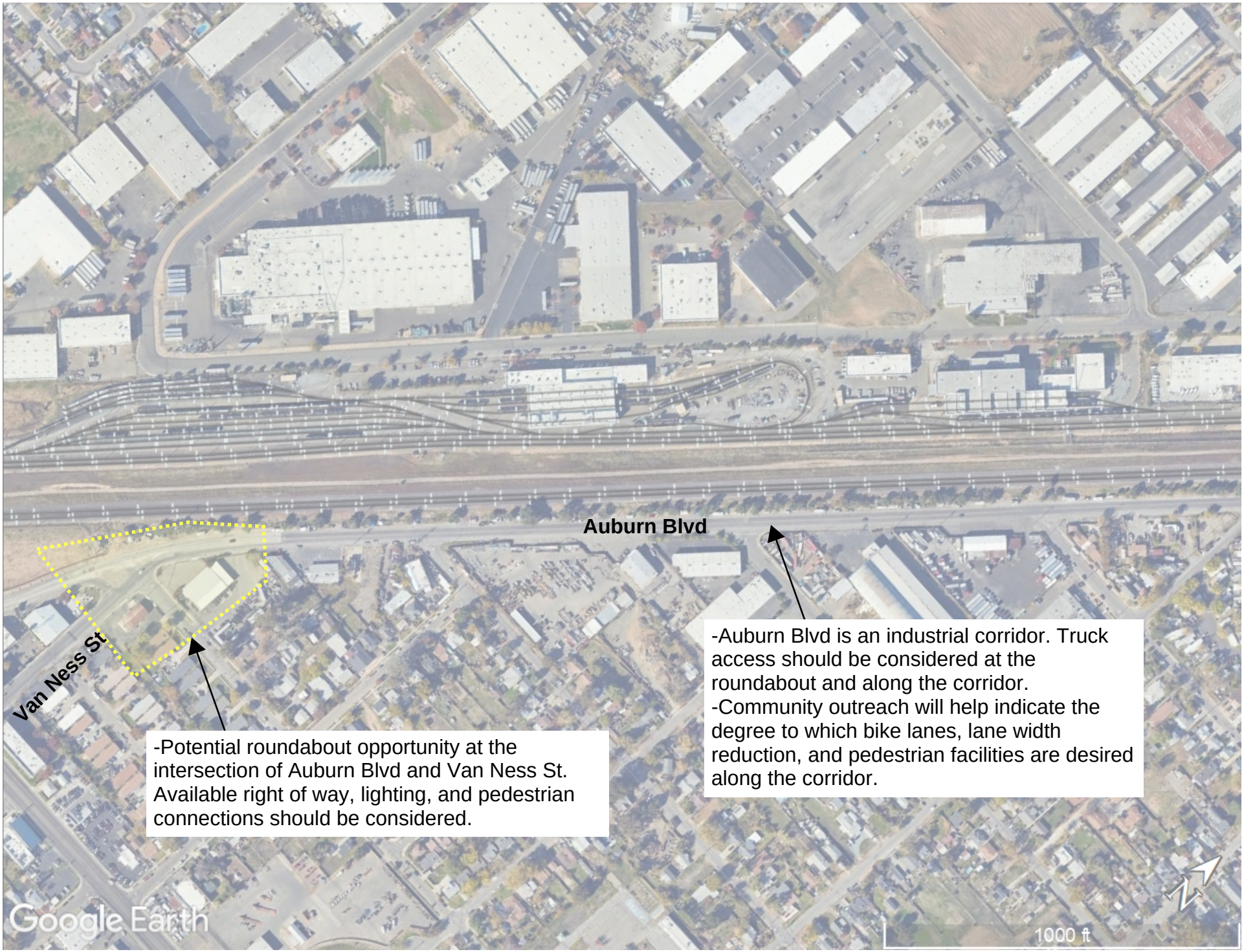
WEST ARDEN (2)


-Skewed intersection geometry where Del Paso Blvd meets Arden Way, presenting a challenge for drivers, cyclists and pedestrians. Signal operations include phasing for light rail.
-Pedestrians encounter long crossing distances at Del Paso and Arden Way. Pedestrians crossing Arden Way encounter conflicts with vehicles making a right-turn onto Arden Way from Del Paso Blvd.
-Discussion regarding closing smaller legs and reducing the number of phases at the intersection, following a review of volumes.
Del Paso Blvd
Oxford St
Forrest St
Oakmont St
Arden Way
Royal Oaks Dr
-Bus pull-out area adjacent to the light rail plaza.
-Land use is residential west of Royal Oaks Dr.
-A Class II bike lane is striped on eastbound Arden Way east of Oxford St, and on westbound Arden Way east of Forrest St.
-There is no sidewalk on the south side of Arden Way from Oxford St to Royal Oaks Dr.
Google Earth
1000 ft
N

AUBURN / HARVARD (1)



AUBURN / HARVARD (2)



Appendix J: Project Area LTS/Crossing Space Analysis Memorandum

TOOLE DESIGN

LEVEL OF STRESS AND CROSSING DISTANCE ANALYSIS

ARDEN-AUBURN MOBILITY PLAN

December 3, 2025

ARDEN-AUBURN MOBILITY PLAN

INTRODUCTION AND PURPOSE

This memo summarizes the results of the Level of Traffic Stress (LTS) and Crossing Distance analyses conducted for the City of Sacramento's Arden-Auburn Mobility Plan along Arden Way and Auburn Boulevard. The LTS analyses estimate the level of comfort for people walking or biking along a given roadway segment and help identify locations that may be high stress for people walking or biking. The Crossing Distance analysis identifies segments where there are longer distances between points for people walking and biking to safely cross these corridors.

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS) AND PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS) (SEGMENT)

BLTS and PLTS Methodology

The LTS for walking and bicycling along the Arden Way and Auburn Boulevard/ Harvard Street corridors was assessed as part of Sacramento's 2025 citywide "Streets for People" Active Transportation Plan. The Streets for People Plan Appendix contains more information on methodology and results for the Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Traffic Stress (PLTS) analyses.

Both BLTS and PLTS are based on existing roadway characteristics, with BLTS analyses reflecting inputs like posted speed limit, number of travel lanes, and the presence and width of bicycle lanes, and PLTS reflecting inputs like posted speed limit, number of travel lanes, sidewalk presence and width, and sidewalk buffer width and type.

BLTS and PLTS Results

The results of the BLTS and PLTS analyses identify how stressful it is for people to walk and bike along a corridor segment and can help inform where improvements may be needed to provide a comfortable experience for people of all ages and abilities who are either bicycling or walking. Both BLTS and PLTS range from LTS 1 (lowest stress) to LTS 4 (highest stress), with LTS 3 and 4 generally considered to be high stress or uncomfortable, and LTS 1 and 2 generally considered to be comfortable or low stress.

Figure 2 to **Figure 3** below show the Level of Traffic Stress results for the two study corridors. Arden Way is consistently high stress, with a BLTS 4 and PLTS 4 for the entire corridor. Auburn Boulevard is high stress for people bicycling for the entire corridor (BLTS 3 south of Frienza Ave and BLTS 4 north of Frienza Ave). Auburn Boulevard is also high stress (PLTS 3 and 4) for people walking for most of the corridor, except for Silica Ave to Frienza Ave (PLTS 2).

This means that walking or biking along both study corridors is high stress for most people.

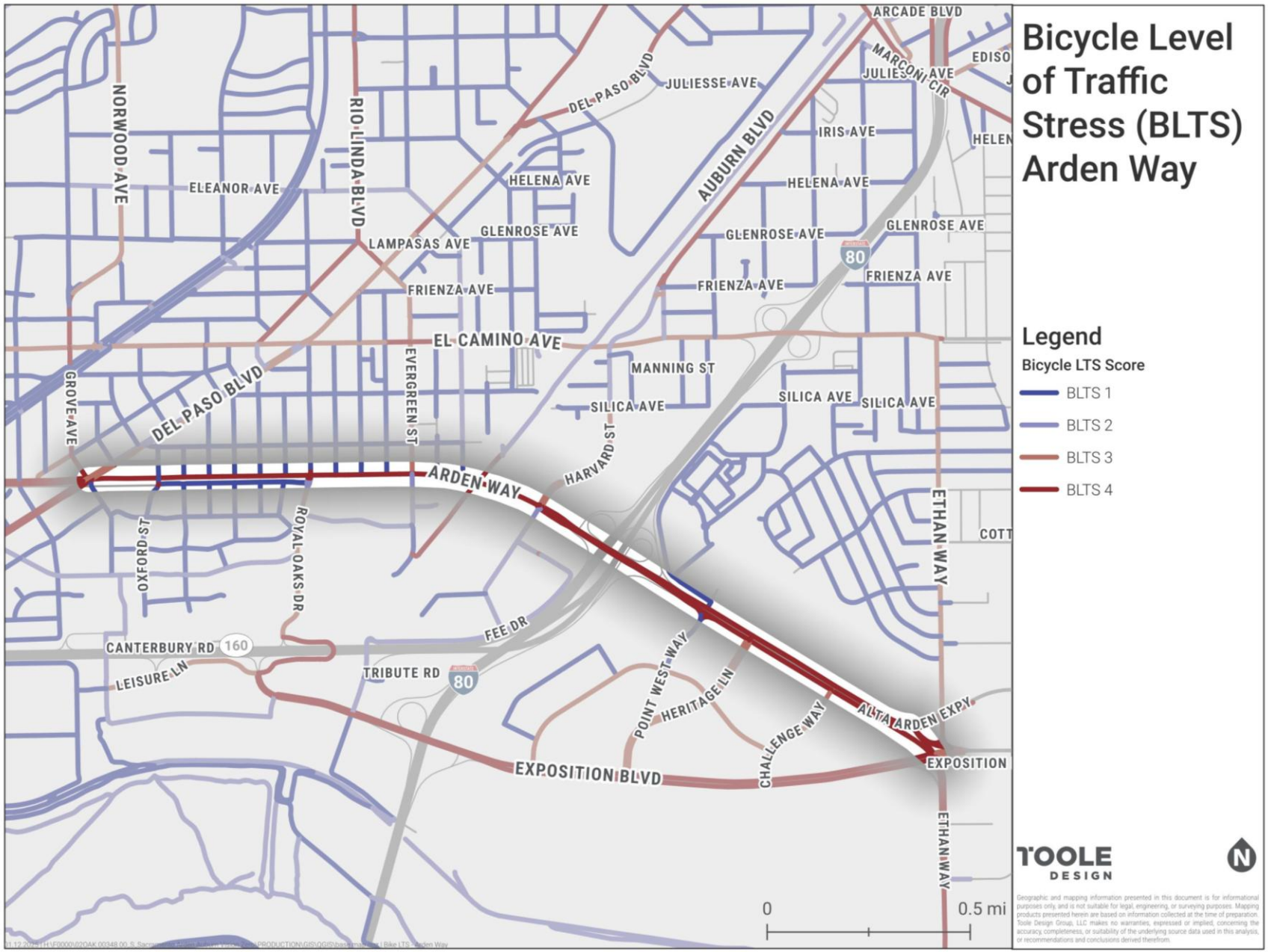


Figure 1 – Bicycle Level of Traffic Stress – Arden Way

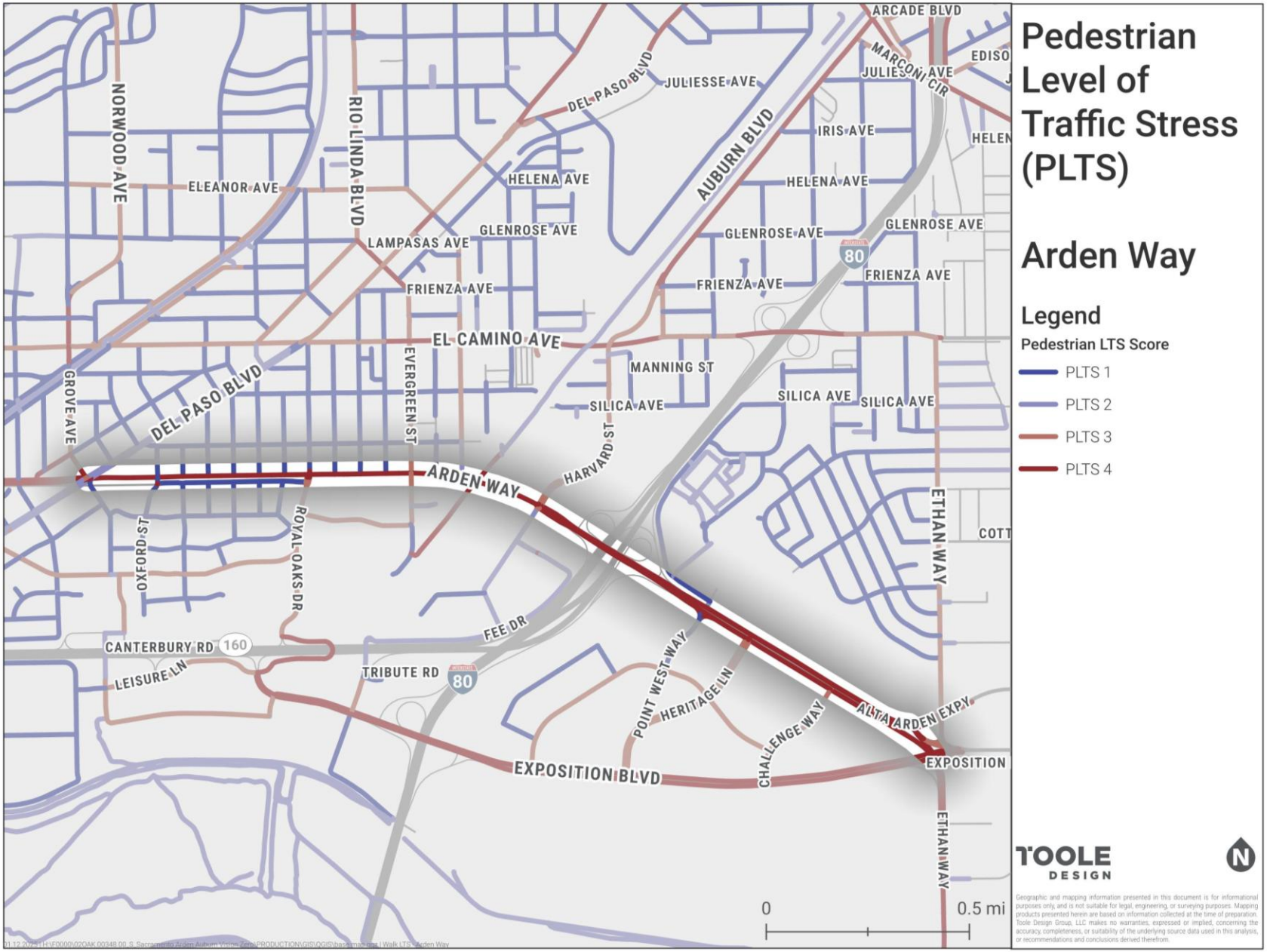


Figure 2 – Pedestrian Level of Traffic Stress – Arden Way

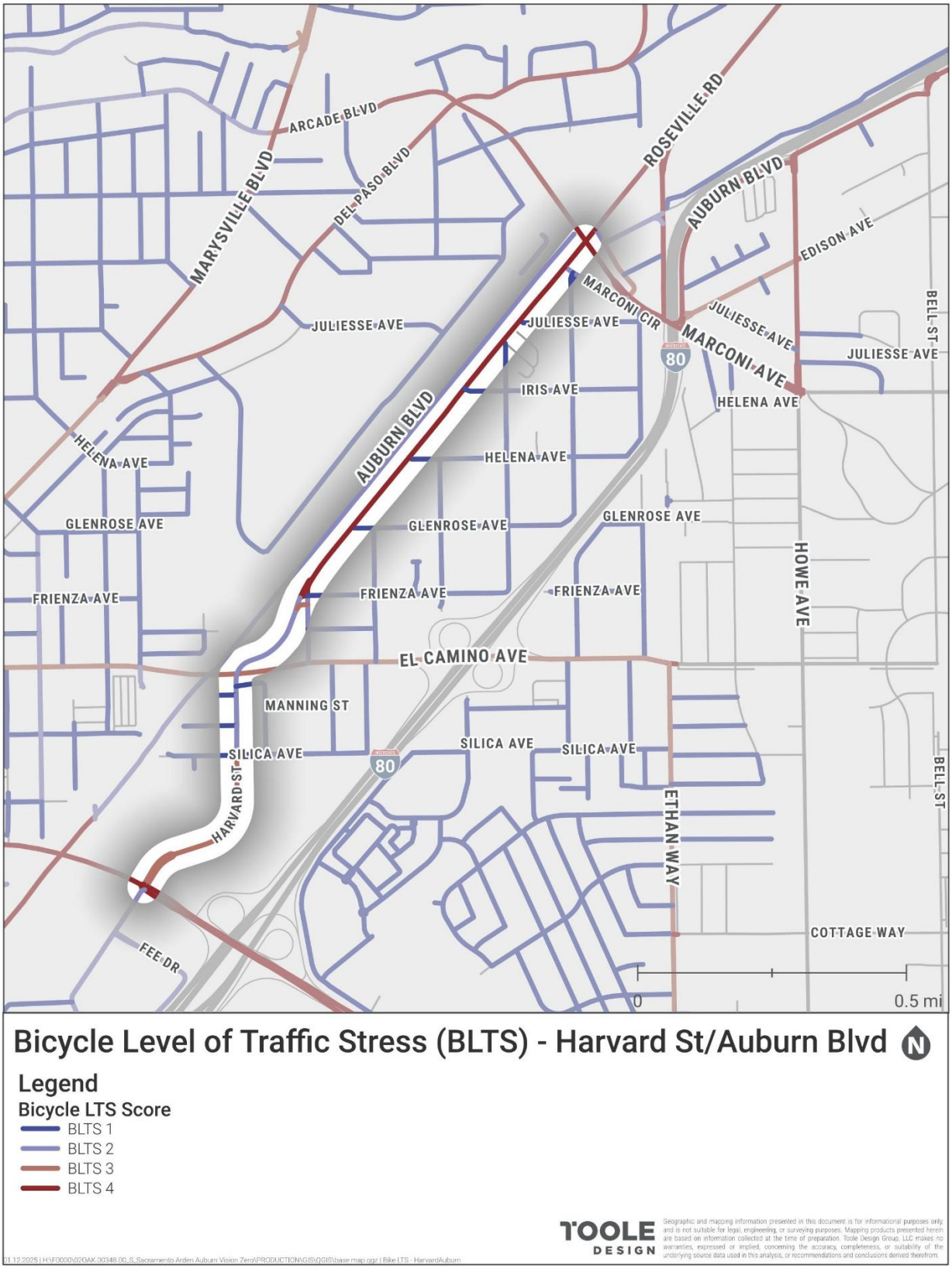


Figure 3 - Bicycle Level of Traffic Stress - Harvard St/Auburn Blvd

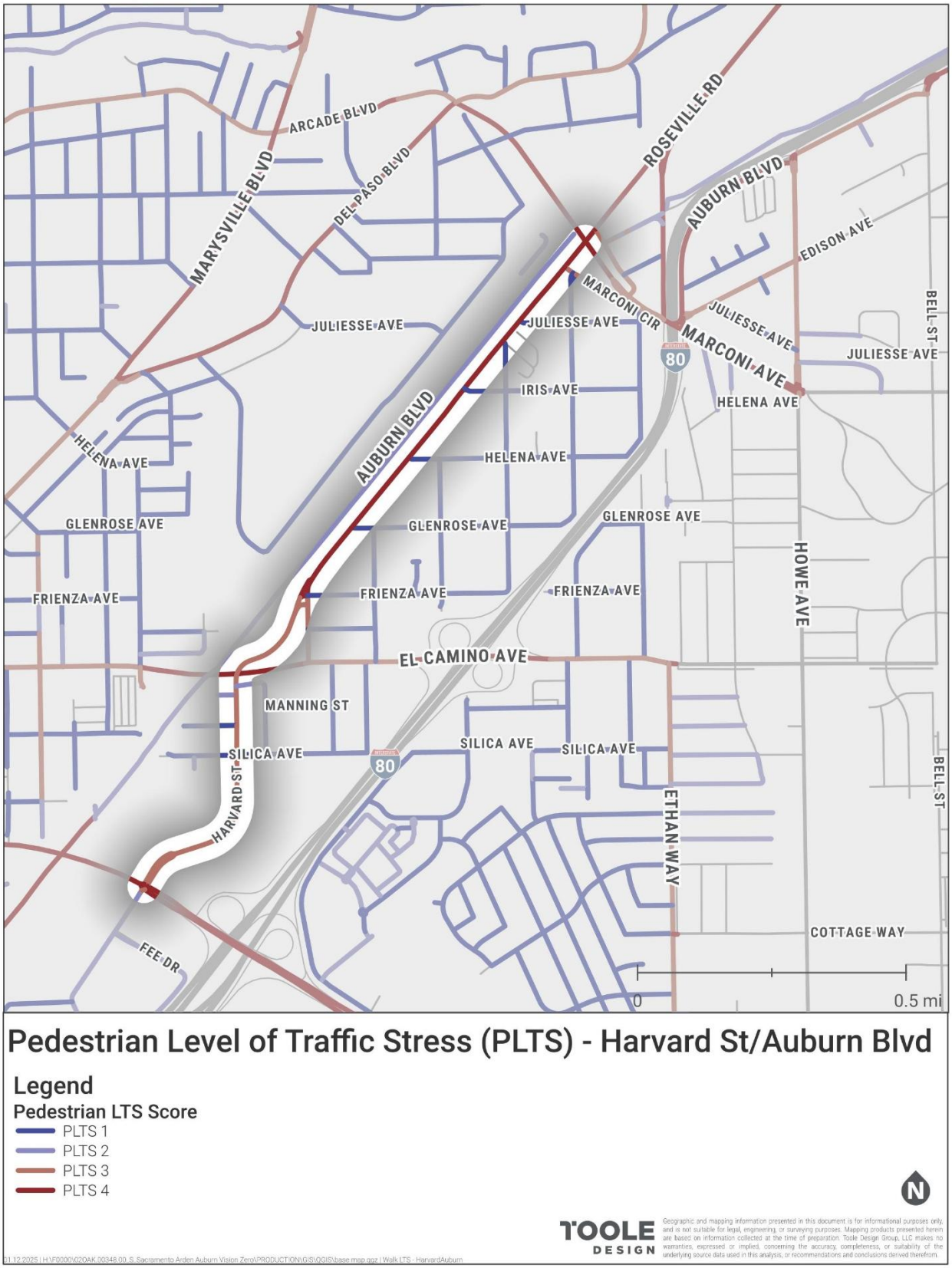


Figure 4 - Pedestrian Level of Traffic Stress – Harvard St/Auburn Blvd

PEDESTRIAN CROSSING LEVEL OF TRAFFIC STRESS (PXLTS)

The following summarizes the methodology and results of a review of pedestrian crossings using a Pedestrian Crossing Level of Traffic Stress (PxLTS) analysis. This review focused on an assessment of crossings along Arden Way from Del Paso Blvd to Exposition Boulevard and along Harvard Street/Auburn Blvd from Arden Way to Marconi Circle. The review assessed pedestrian crossing stress to establish context for the development of pedestrian recommendations as part of Sacramento's Arden-Auburn Mobility Plan.

PxLTS Methodology

The following sections describe the three steps of the analysis:

1. The creation of intersection and crossing point datasets
2. The calculation of base level pedestrian crossing stress
3. Adjustments to the base stress rating to account for the presence of crossing enhancements (e.g., median islands, RRFBs, etc.)

Data Creation

Intersections

An intersection dataset for this analysis was developed by creating a point where three or more street centerline segments intersect.

Crossing Points

To create the crossing points dataset, a buffer was generated around each intersection, and a point was added where that buffer meets the street centerline. These points are meant to approximate where a person may cross the street, and do not necessarily represent marked crossing locations. This method allows for intersection, street centerline, and crosswalk attributes to be joined efficiently between the three datasets using a common unique identification number (ID). A manual review of crossing points was completed to ensure that the analysis correctly captured crossing points along the corridors.

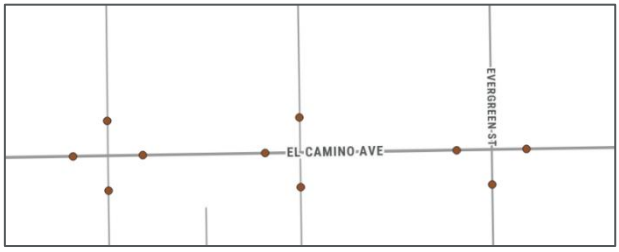


Figure 5 - Screenshot showing multiple crossing points at each intersection 1

Pedestrian Crossing Level of Traffic Stress (PxLTS) Calculation

This analysis follows the framework developed by the Oregon Department of Transportation (ODOT) for evaluating pedestrian traffic stress, that is, how comfortable or safe it feels to cross a street as a pedestrian. The framework applies the simple logic of the bicycle level of traffic stress to pedestrian crossings. The methodology considers basic details, including the speed of cross traffic, distance to cross, and mitigating features like signals and refuge islands. The thresholds identified by ODOT result in a Pedestrian Level of Traffic Stress score from 1 through 4, representing the following conditions, as described in ODOT's *Analysis Procedures Manual*[1] (PxLTS descriptions are quoted from the manual with edits for clarity):

[1] https://www.oregon.gov/ODOT/Planning/Pages/APM.aspx See Chapter 14 Section 5

Table 1 – PxLTS Levels and Descriptions

CATEGORY	PXLTS LEVEL	DESCRIPTION
LOW STRESS	1	Represents little to no traffic stress and requires little attention [by the pedestrian] to the traffic situation.
	2	Represents little traffic stress for most adults but requires more attention to the traffic situation than young children [defined as ages 10 and younger] may be capable of.
HIGH STRESS	3	Represents moderate stress; a higher level of attention to traffic is needed, and adults may feel some discomfort using this facility
	4	Represents high traffic stress. Only pedestrians with limited route choices would use this facility.

ODOT's manual identifies PxLTS 2 as a reasonable target for most situations[2]. However, PxLTS 1 conditions are considered appropriate for people of all ages and abilities. Note that this analysis does not include an assessment of accessibility for people with disabilities. Lack of ADA-compliant curb ramps, poor pavement in the crossing, and other factors impact accessibility and therefore the real-world comfort of crossings.

The methodology used by Toole Design and described in this memo includes several modifications to the original ODOT tables to better reflect conditions within the study area. As with the original ODOT methodology, these modifications are informed by FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* and FHWA's Crash Modification Factors (CMF) Clearinghouse. Unless otherwise stated, the tables in this document refer to the configuration, speeds, and traffic volumes of the street that is being crossed.

Assumptions

To apply this analysis to all intersections in the study area, particularly where data is lacking for local streets, a series of assumptions are made based on street classification (e.g., functional class). Actual data on traffic speeds, volumes, and lane configuration was used when available.

Table 2 - Street Configuration Assumptions When Data is Incomplete

Classification of street being crossed	Speed of street being crossed	Average daily traffic (ADT) of street being crossed	Intersecting street classification	Signalization status	No. of lanes crossed at unsignalized intersection*	No. of lanes crossed at signalized intersection*
Local	20	500	Local	Unsignalized	0	0
			Collector and above	Unsignalized	0	0
Collector	25	5,000	Local	Unsignalized	2	3
			Collector	Unsignalized	3	3
			Minor Arterial and above	Unsignalized	3	3
Minor Arterial	30	12,500	Collector and below	Unsignalized	4	5
			Minor Arterial and above	Signalized	4	5**
Principal Arterial	35	20,000	Collector and below	Unsignalized	6	7***
			Minor Arterial and above	Signalized		

[2] https://www.oregon.gov/ODOT/Planning/Documents/APMv2_Ch14.pdf Section 14.5.3 (page 14-37)

Threshold Tables for PxLTS Calculation

Two sets of threshold tables and adjustment factors to calculate PxLTS are provided below. For purposes of this analysis, crossings with pedestrian hybrid beacons (PHBs) are considered signalized crossings. Locations with RRFBs, stop-control intersections, and uncontrolled crossings are considered unsignalized.

Unsignalized Crossings

The methodology for unsignalized crossings uses lane count, speed, and crossing island presence. The logic remains the same regardless of functional classification because it is important to assess the roadway as it actually operates. For example, if there is a collector road with speeds and volumes more in line with a typical arterial road, it makes sense that it should receive the same score as an arterial with the same characteristics. For this analysis, unsignalized crossings include crossings at intersections both with and without stop signs. **Table 3** shows the threshold table used to calculate PxLTS for Unsignalized Crossings.

Table 3 – PxLTS Threshold Table for Unsignalized Crossings

Lanes Crossed*	AADT	Median / Island	Vehicle Speeds**			
			≦ 25 mph	30 mph	35 mph	40+ mph
1	Any	No	1	1	2	3
		Yes	1	2	2	3
2	0-1000	No	1	2	2	3
	1000-5000		1	2	3	3
	5001-9000		2	3	3	4
	9001 +		3	3	4	4
	0-5000	Yes	1	2	2	3
	5001-9000		2	2	2	3
	9001 +		2	2	3	4
3	0-1000	No	2	2	3	4
	1000-8000		3	3	4	4
	8001-12000		3	3	4	4
	12001 +		4	4	4	4
	0-1000	Yes	1	1	2	3
	1000-8000		2	2	3	4
	8001-12000		2	3	4	4
	12001 +		3	3	4	4
4+	Any	Any	4	4	4	4

**Total number of lanes in both directions, including turning lanes.*

***Posted speed or – if available – 85% percentile observed speeds*

Signalized Crossings

The methodology for signalized crossings differs significantly from the original ODOT methodology (which assumed all signalized crossings are PxLTS 1 or 2 with a few exceptions) and is based on Toole Design's professional judgment and experience regarding what makes a signalized intersection high or low stress. Notably, this methodology includes more nuance regarding the influence of the number of lanes, left turn conflicts, and various traffic control treatments.

Because cross traffic is stopped by the signal, the speed and volume of traffic on the street that is being crossed have a different degree of influence on comfort and safety. Instead, roadway width and interactions with turning traffic are the primary factors for safety and comfort at signalized intersections. Various other factors influence the comfort and safety of a signalized intersection (including presence of turn lanes on the street being crossed and on the intersecting street, whether right-turn-on-red is allowed, whether left turn signals are "permissive" or "protected", and the speed and volume of turning traffic from the intersecting street), though these factors were not included in this analysis due to lack of data.

Table 4 below shows the threshold table used to calculate PxLTS for signalized crossings.

Table 4 - PxLTS Threshold Table for Signalized Crossings

Configuration of the intersecting ("walking along") street*	Total Lanes Crossed*				
	2 Lanes	3 Lanes	4 lanes	5 lanes	6+ Lanes
PHB/HAWK at midblock locations	1	2	3	3	3
2 Lanes	2	2	3	3	4
3 Lanes	2	3	3	4	4
4 Lanes	2	3	3	4	4
5 Lanes	3	3	4	4	4
6+ Lanes	3	4	4	4	4

PxLTS Adjustment Factors

The Base PxLTS is adjusted for crossings at intersections that contain certain features that either have demonstrated crash reduction factors (CRFs) or are otherwise considered best practices to lower stress at intersections. Adjustment factors for **signalized** crossings, shown in **Table 5**, are applied to the base score using the following protocol:

1. PxLTS scores are rounded up. For example, a street with a base PxLTS score of 3 that has a leading pedestrian interval will receive a score of 2.5, which would round back up to PxLTS 3. To achieve PxLTS 2, that crossing would need an additional treatment(s).
2. PxLTS scores at a signalized intersection can be adjusted a maximum of two points (e.g., the best possible score for an intersection with a base PxLTS score of 4 that has all of the treatments listed below is PxLTS 2).

Table 5 – Adjustment Factors for Signalized Crossings

Treatment	Adjustment	Notes
Pedestrian refuge (island or within median)	-0.5 (-1 for PHB crossings)	CRF of 31.5% for vehicle-pedestrian crashes.
Pedestrian Countdown Timer	-0.5	CRF of 8.8% for vehicle-pedestrian crashes. It is assumed that all signalized locations have pedestrian countdown timers
Leading Pedestrian Interval*	-0.5	CRF of 13% for vehicle-pedestrian crashes
Protected Left Turn*	-0.5	CRF of 33% for vehicle-pedestrian crashes
No right turn on red*	-0.5	Not well studied from a crash reduction perspective, but believed to decrease stress

**These adjustments were NOT included due to lack of data. They are included here to illustrate how these factors reduce stress.*

Adjustment factors for **unsignalized** crossings, shown in **Table 6**, are applied to the base score using the following protocol:

1. PxLTS scores are rounded up as noted in the signalized crossing stress adjustment.
2. PxLTS scores at unsignalized crossings can be adjusted by a maximum of one point.
3. Adjusted PxLTS scores cannot reduce the base stress scores below a value of 2.

Table 6 – Adjustment Factors for Unsignalized Crossings

Condition	Adjustment	Notes
RRFB or Flashing Sign	-1	Crash Reduction Factor (CRF) of 47.4% for vehicle-pedestrian crashes.
Stop controlled	-1	Stop control is assumed to be present on the following streets when there is no traffic signal present • local streets intersecting collectors or arterials • collectors intersecting collectors or arterials • minor arterial intersecting other arterials
When crossing is present on a low-volume street (AADT < 5,000) intersecting a high-volume street (AADT > 20,000)	+1	When vehicles are crossing, turning onto, or turning from a very high-volume street to/from a much lower volume street, drivers will be more focused on finding gaps in traffic and navigating conflicts with other vehicles than on the pedestrian crossing parallel to the busier road.
Raised crosswalks	-1	Are only appropriate on streets that are <30 MPH and <9,000 ADT per FHWA countermeasure guidance.

Pedestrian Crossing Level of Traffic Stress (PxLTS) Results

Figure 6 to Figure 9 show the PxLTS of all crossings along the Arden Way and Auburn Boulevard/ Harvard Street corridors. The figures show the crossings that cross the study corridors and the crossings that cross the side streets separately.

Crossings that cross Arden Way are generally high stress (PxLTS 3 or 4). The crossings that cross the side streets along Arden Way are often high stress, while some that cross minor side streets are low stress (PxLTS 1 or 2).

Crossings that cross Harvard St/Auburn Blvd are generally high stress (PxLTS 3 or 4), while the crossings that cross side streets along this corridor are often low stress (PxLTS 1 or 2).

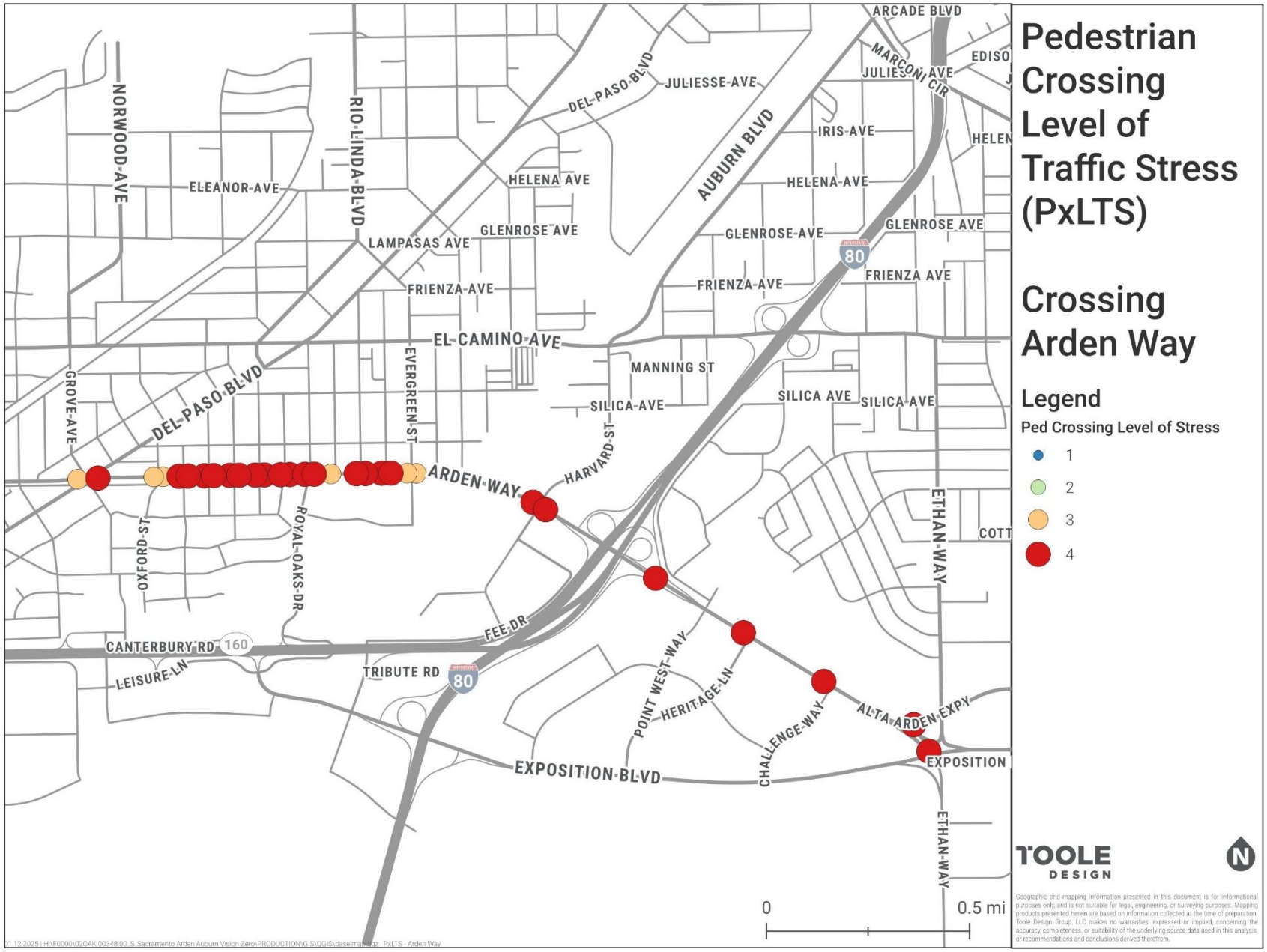


Figure 6 – PxLTS – Arden Way – Crossing Arden Way

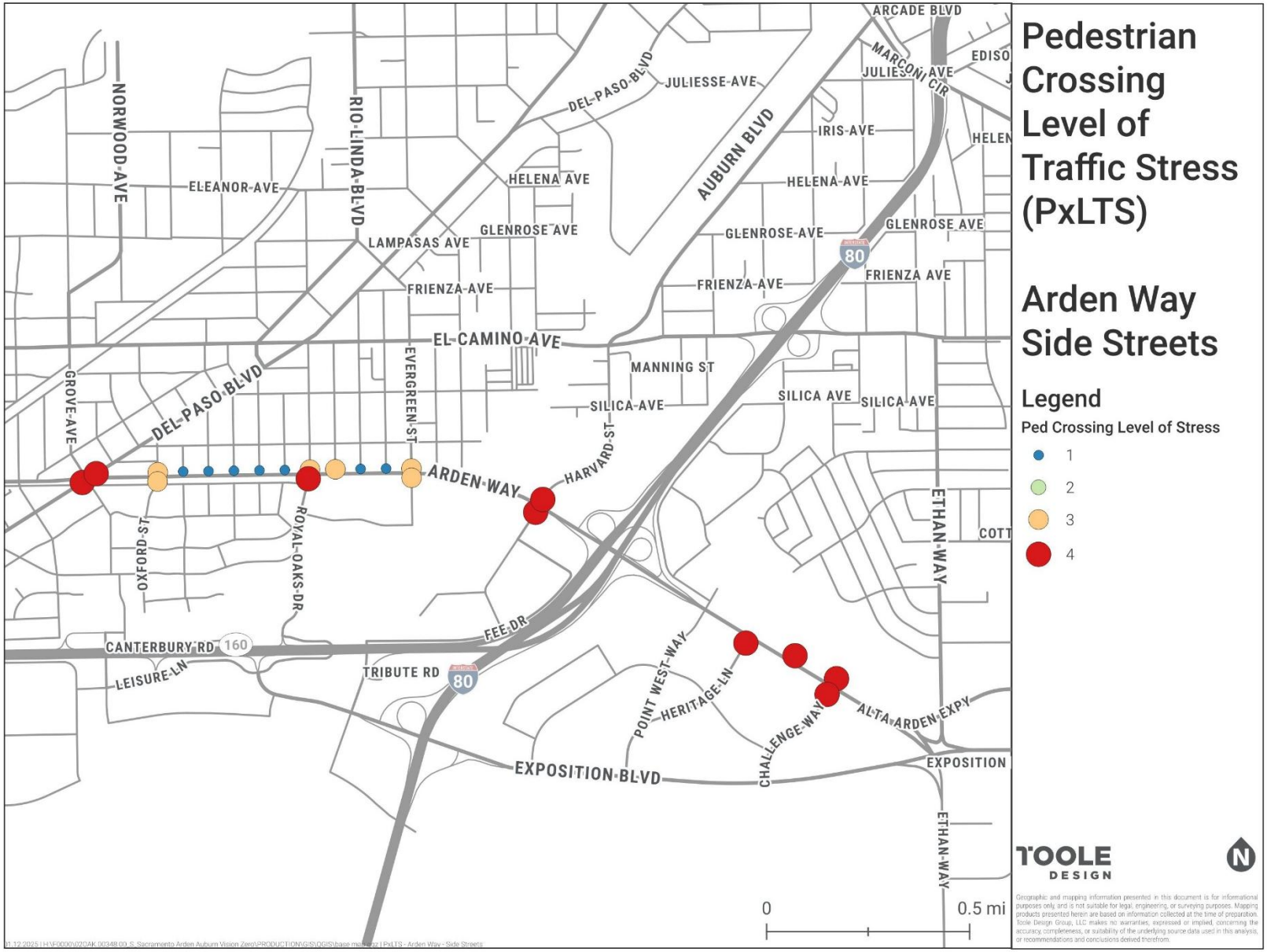


Figure 7 - PxLTS - Arden Way – Side Street Crossings

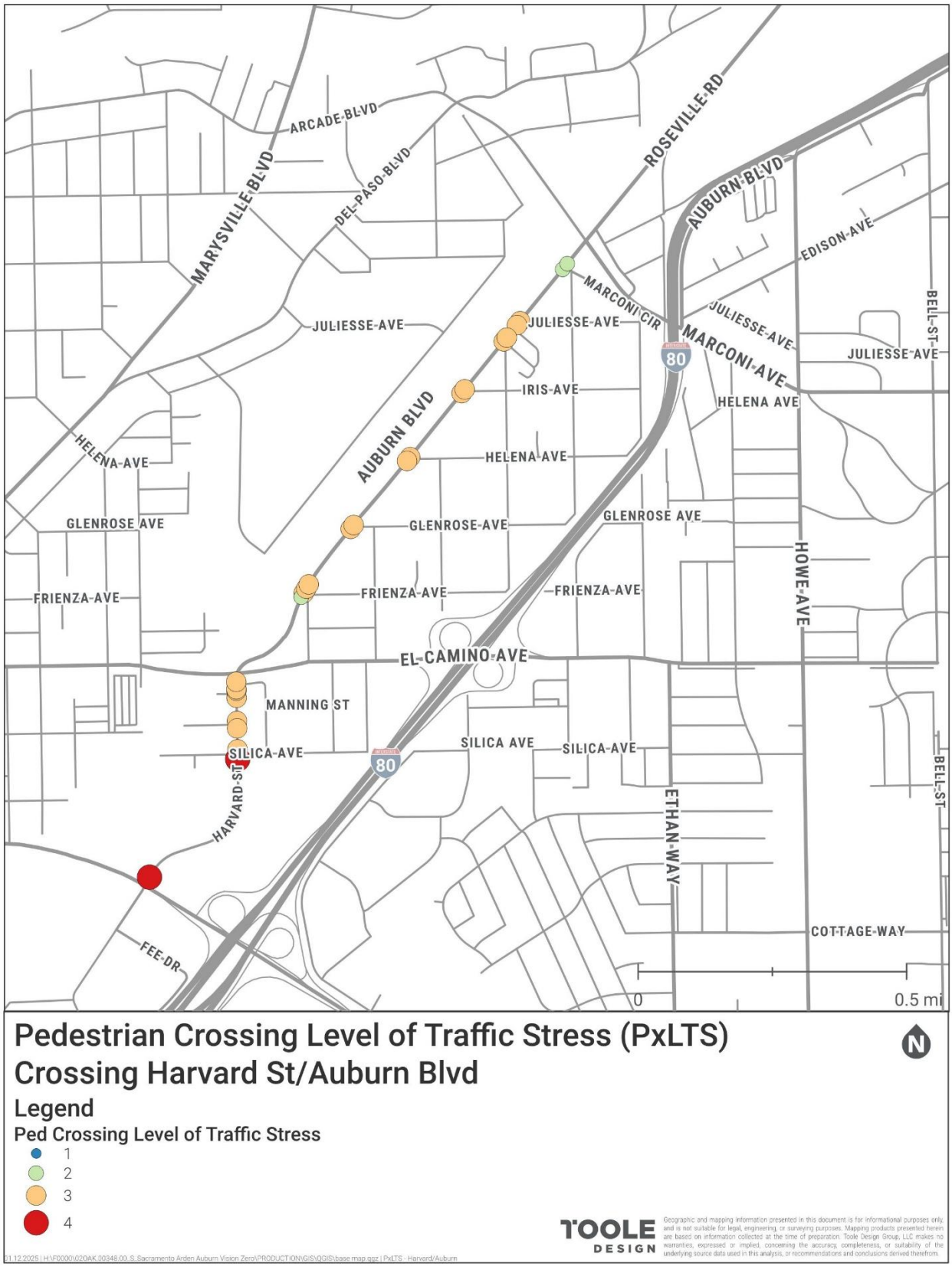


Figure 8 - PxLTS - Harvard St/Auburn Blvd – Crossing Harvard St/Auburn Blvd

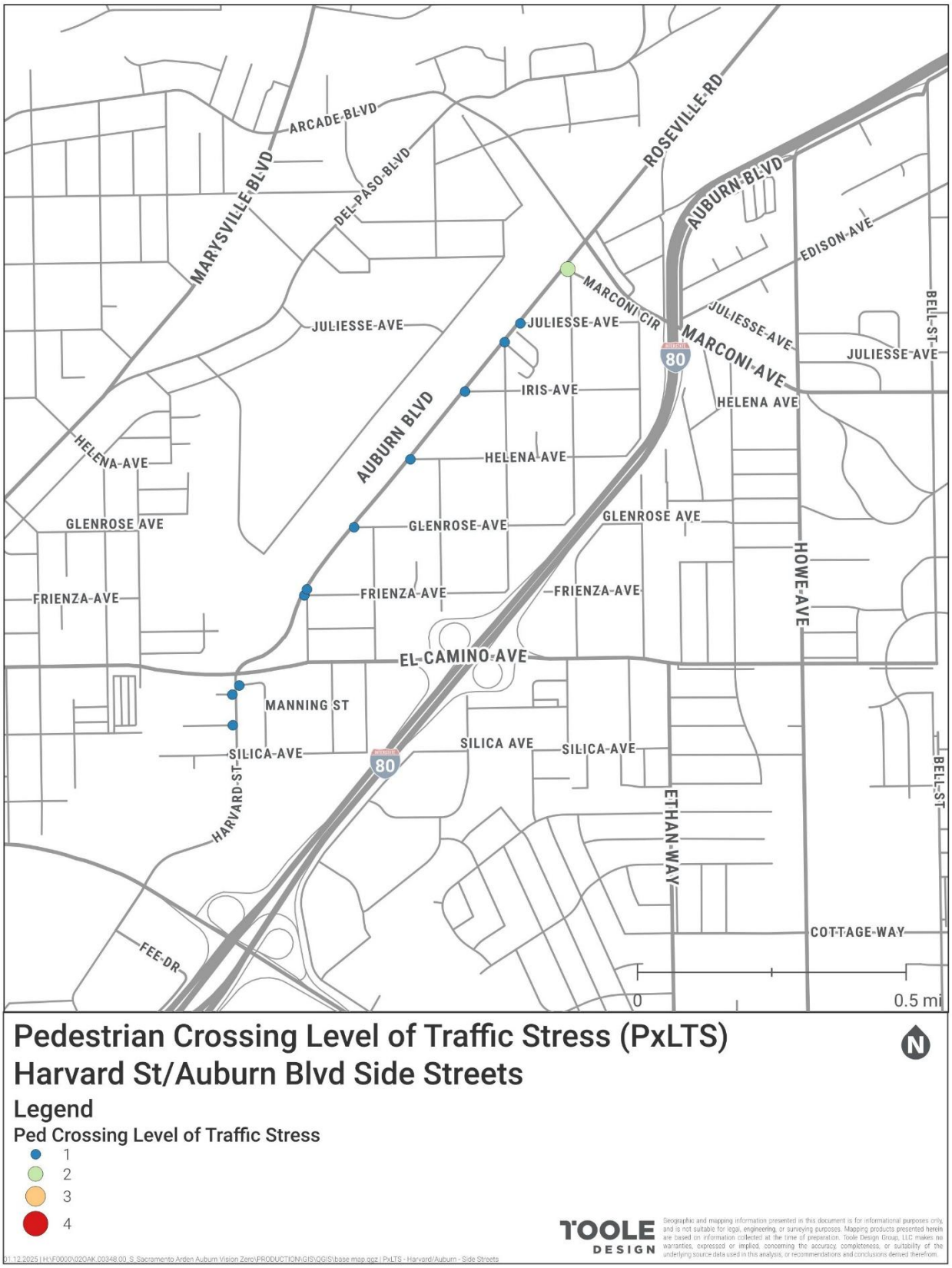


Figure 9 - PxLTS - Harvard St/Auburn Blvd – Side Street Crossings

CROSSING SPACING ANALYSIS

Overview

This crossing spacing analysis evaluates the availability and distribution of crossing opportunities along the two study corridors. The purpose is to identify where long distances between crossings create barriers for people walking and biking, and to highlight opportunities for targeted improvements.

The analysis methodology measures the distance from roadway segments to the nearest available marked crossing.

The City of Sacramento's 2021 Pedestrian Crossing Guidelines state that High Injury Network corridors (such as Arden Way and Auburn Boulevard) should have a marked crosswalk frequency of **1,200 feet or less**. This analysis will be used to identify segments where there is marked crosswalk frequency greater than **1,200 feet**.

Crossing Spacing Analysis Methodology

The study corridor centerlines were joined into one continuous line per corridor, and then split into segments at locations where marked crosswalks exist. The length of each segment was calculated to determine the crossing spacing distance.

Crossing Spacing Analysis Results

Figure 10 and **Figure 11** below show the results of the crossing spacing analysis for the Arden Way and Auburn Boulevard corridors. The analysis highlights segments where the distance between crossings exceeds 1,200 feet.

A large majority of both corridors have crossing spacing distances greater than the threshold distance of 1,200 feet. Almost all segments of Arden Way have a crossing spacing distances exceeding 1,200 feet, with only three segments with crossing spacing below 1,200 feet: the terminal ends of the study corridor, and one additional segment between Del Paso Blvd and Evergreen Street. There are only three marked crossings of the Auburn Boulevard corridor: at Arden Way, Silica Ave, and Marconi Circle, resulting in a crossing gap of almost 6,000 feet between Silica Ave and Marconi Circle.

Note that these are just the distances between marked crosswalks, many of which are high-stress crossings. This indicates not only a need for lower stress crossings (as indicated by the PxLTS analysis), but also a need for additional marked crosswalks with safety countermeasures to make them low-stress crossings.

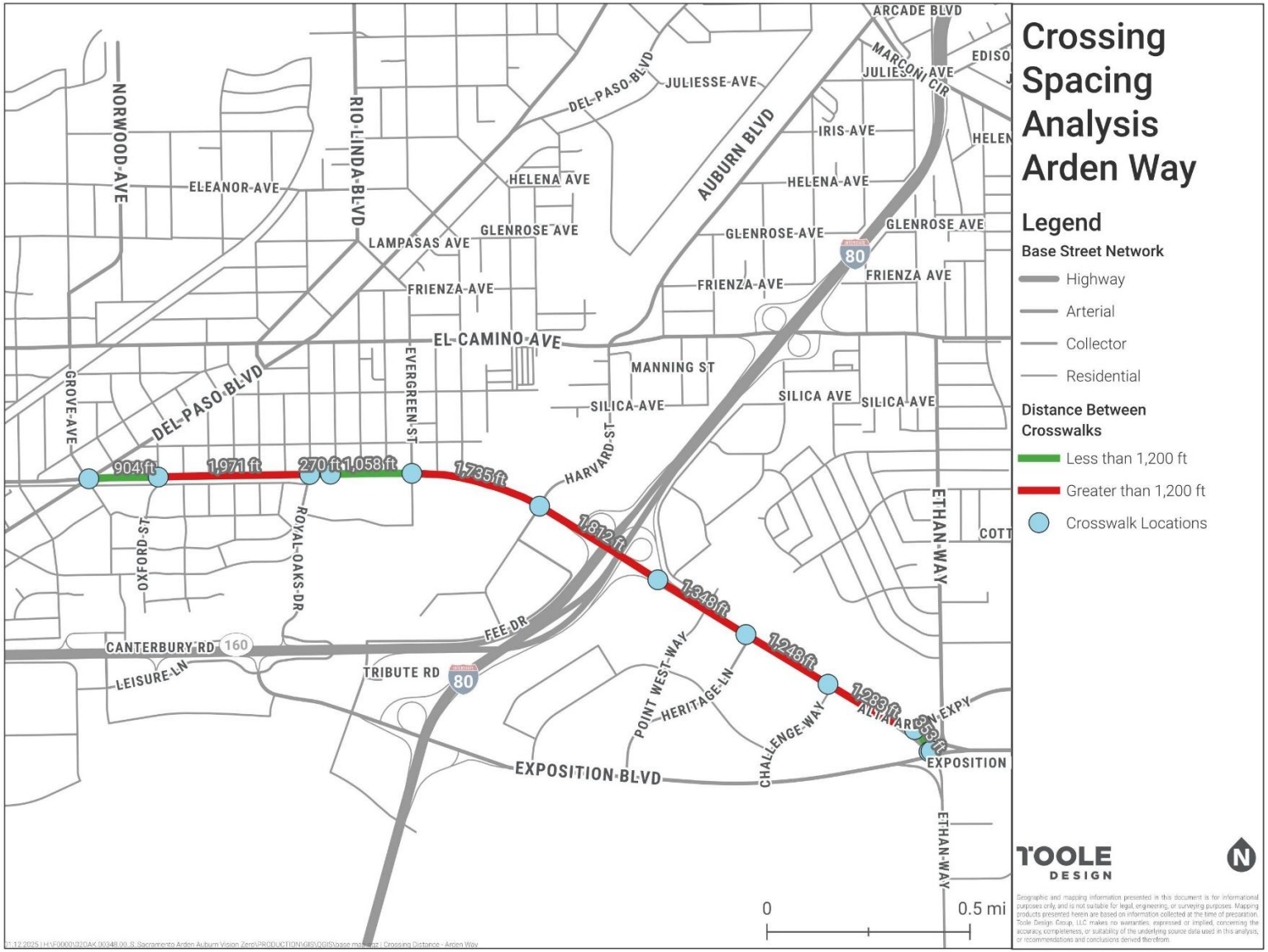


Figure 10 - Crossing Distance Analysis - Arden Way

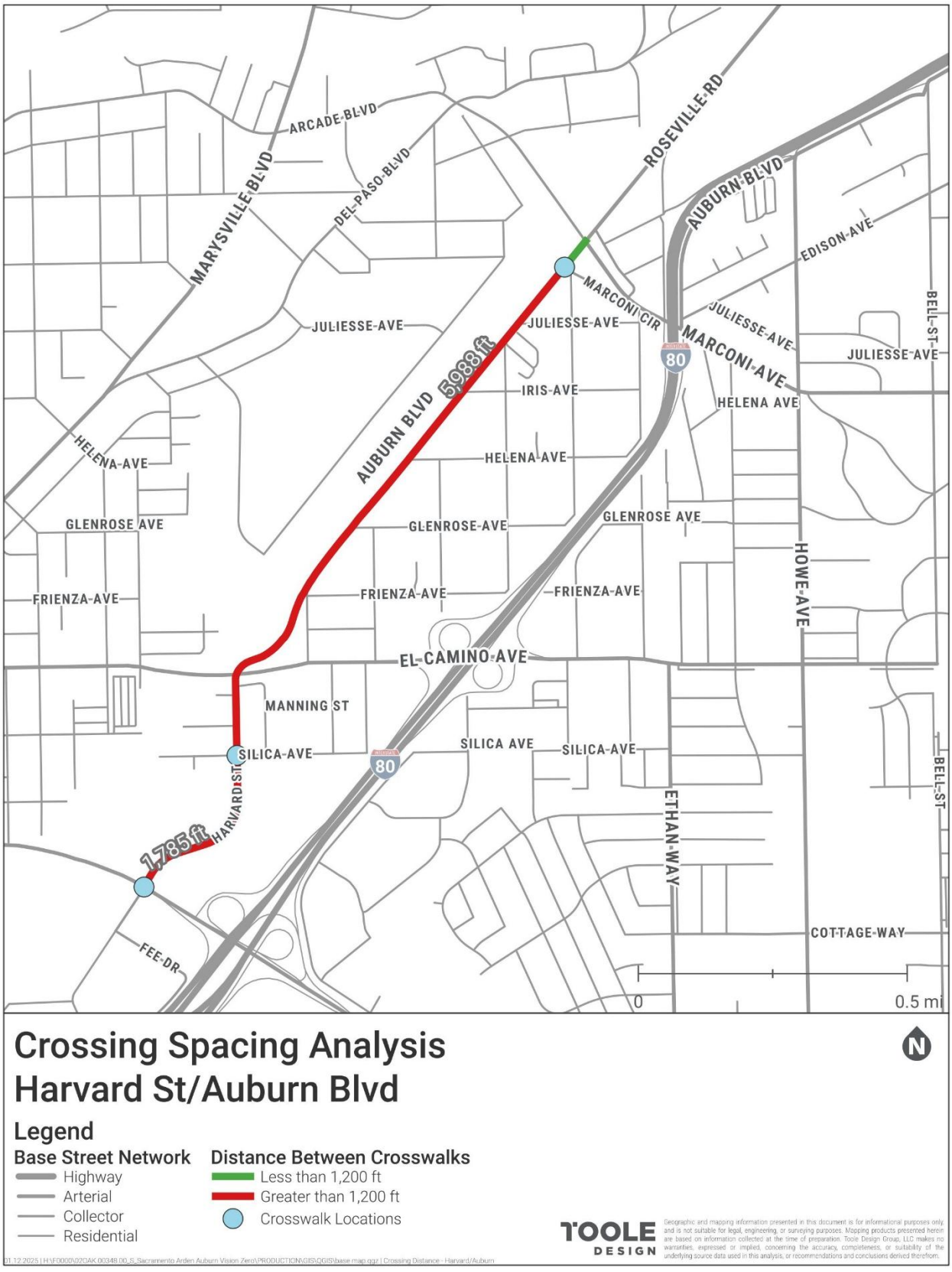


Figure 11 - Crossing Distance Analysis - Harvard St/Auburn Blvd

Appendix K: Phase 1 Public Outreach Summaries

City of Sacramento – Arden-Auburn Mobility Plan

Phase 1

Community Advisory Group - Business Focus (CAG) Meeting Summary

February 24, 2026

Introduction

On February 24, 2026, the City of Sacramento hosted the first of two Community Advisory Group meetings for the Arden-Auburn Mobility Plan. The purpose of the meeting was to introduce the planning effort, share early findings about corridor conditions, and gather feedback from community representatives who live, work, and travel along Arden Way and Auburn Boulevard. The Arden-Auburn Mobility Plan is focused on improving safety, circulation, and access along two key commercial corridors in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle).



Chris Dougherty, Transportation Planning Manager with the City of Sacramento, responding to advisory group members

Both corridors are identified as part of the City's Vision Zero High Injury Network, meaning they experience some of the highest concentrations of severe and fatal crashes in Sacramento. Supported by a Caltrans Sustainable Transportation Planning Grant, the planning effort will analyze existing corridor conditions and develop community-informed recommendations to improve safety, mobility, and connectivity for all roadway users, including pedestrians, bicyclists, transit riders, drivers, and people using mobility devices. The project will also explore opportunities to enhance corridor access, support local businesses and destinations, and create safer and more comfortable streets for people traveling through the area.

Meeting Overview

- Format: In-person
- Date: Tuesday, February 24, 2026
- Time: 3:00 p.m. – 4:00 p.m.
- Location: Swanston Community Center
- 2350 Northrop Avenue, Sacramento, CA



Advisory group members reviewing project materials

The meeting brought together City staff, the consultant team, and Community Advisory Group members to review existing conditions and discuss corridor challenges and opportunities. The session included a presentation followed by discussion and feedback.

Presentation Summary

The meeting began with introductions from City of Sacramento staff, the consultant team, and Community Advisory Group members. The presentation provided an overview of the Arden-Auburn Mobility Plan, including the project background, study corridor limits, findings on existing conditions, and draft project goals.

Project Background

The project team introduced the purpose of the planning effort: to address multimodal connectivity and safety along the project corridors. The study focuses on two segments in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City's High Injury Network, and the eastern segment of Arden Way is identified as one of the City's Vision Zero Top 10 corridors.

The project is funded through a Caltrans grant and began in July 2025. Existing conditions analysis was conducted between August and December 2025. The overall planning process includes three phases of community engagement, with this meeting as part of Phase 1 outreach.

Existing Conditions Analysis

The project team presented findings from the existing conditions analysis, which examined safety, travel patterns, and multimodal conditions along the corridor. Data collection and analysis included:

- Traffic data such as intersection turning movements, roadway segment volumes, and vehicle speeds
- Collision history along Arden Way and Auburn Boulevard
- Transit ridership data for light rail and bus stops provided by SacRT
- Census data related to population density and job density
- Level of Traffic Stress analysis for bicyclists and pedestrians
- Intersection Level of Service and traffic operations

The analysis highlighted that many portions of the corridors function as high-stress environments for people walking and bicycling. Pedestrians and cyclists also represent a disproportionate share of fatal and serious injury crashes along these corridors.

Draft Project Goals

The presentation also introduced draft project goals developed through review of existing City policies, technical analysis, and site visits to the corridor. These draft goals focus on improving safety and mobility while supporting community needs and long-term corridor improvements. Key goal areas include:

- Safety – reducing the risk and severity of crashes for all roadway users
- Equity – improving transportation outcomes for historically underserved communities
- Multimodal Mobility – improving walking, biking, and transit connections
- Livability and Placemaking – enhancing the corridor environment and community identity
- Feasibility and Implementation – identifying near-term and long-term improvements

The presentation concluded with an overview of next steps, including continued engagement, analysis of alternatives, and development of draft recommendations.

Community Advisory Group (CAG) Discussion

Following the presentation, participants were invited to share their experiences traveling along the corridors and discuss key challenges and opportunities. Attendees

were asked to reflect on what is currently working along the corridors, what challenges exist, and what improvements may be needed. Key themes and comments are summarized below.

Operations, Safety, and Level of Service (LOS)

CAG members asked how Level of Service (LOS) relates to what they see day-to-day, including red-light running and broadside crashes. The project team explained that LOS measures vehicle delay, not safety, and that intersections can score well on LOS while still experiencing serious collisions and risky behavior. Members emphasized the need to address safety concerns they and their customers experience, not just how the corridor performs "on paper."

Speed, Driver Behavior, and Design

Several participants highlighted high vehicle speeds and aggressive driving, especially near freeway ramps and major intersections. They questioned how speed limits are set and whether the current design encourages speeding. The team explained that speed limits are tied to speed surveys and the 85th percentile rule, and agreed that redesigning the corridor for lower, safer speeds is a key opportunity. CAG members stressed that speeding and red-light running affect both customer access and perceptions of safety.

Business Access and Frontage Considerations

Business representatives, including mall stakeholders, expressed interest in coordinating with the City on potential frontage and access reconfigurations along Arden Way. These discussions focused on maintaining business visibility, managing circulation, and ensuring that future improvements support both safety and economic activity. Stakeholders emphasized the importance of balancing design changes with convenient customer and delivery access.

Transit Stops, Customer Safety, and Worker Access

Members discussed the condition of transit stops along the corridor, noting that some stops feel exposed and uncomfortable, especially given adjacent traffic speeds. There was interest in improving stop quality, lighting, and pedestrian connections so that customers and workers who rely on transit can reach businesses more safely and comfortably. The project team agreed that transit access and stop improvements are important components of the study.

Enforcement and Automated Safety Tools

Given concerns about speeding and red-light running, CAG members asked about red-light cameras and automated speed enforcement. The team described recent changes in state law that make automated enforcement more feasible and shared that the City is working to identify priority intersections for red-light cameras and to participate in a speed-safety camera pilot. Participants expressed interest in these tools as part of a broader safety strategy that also includes design changes.

Corridor Image and Sense of Place

Some business stakeholders commented on the appearance and identity of Arden Way and Auburn Boulevard, including existing medians and columns. They felt the corridor's look and feel could better reflect its role as a key commercial destination. The project team acknowledged this and committed to incorporating placemaking and visual enhancements—such as updated median treatments, lighting, and streetscape elements—into the corridor vision.

Next Steps

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. Building on the existing conditions analysis and input received from community members and stakeholders, the project team will begin developing and evaluating potential safety and mobility improvements for the corridors.

As part of the ongoing engagement process, Community Advisory Group members were also invited to attend the public community workshop held on March 11, 2026**,** where participants had an opportunity to learn more about the project, review corridor conditions, and share additional input about travel challenges and opportunities along Arden Way and Auburn Boulevard.

Over the coming months, the project team will analyze potential design concepts and strategies to improve safety, access, and multimodal connectivity along the corridors. These concepts will be informed by community feedback, technical analysis, and coordination with City policies and partner agencies.

Future engagement opportunities will include additional community meetings, pop-up outreach events, and digital engagement opportunities such as the online survey. Through these efforts, community members and stakeholders will be invited to review project information, share their experiences traveling along the corridor, and provide feedback on potential improvements. This input will help refine the recommended improvements before the final Arden–Auburn Mobility Plan is completed.

City of Sacramento – Arden-Auburn Mobility Plan

Phase 1

Community Advisory Group (CAG) Meeting Summary

February 25, 2026

Introduction



Presentation: Opening Slide

On February 24, 2026, the City of Sacramento hosted the second of two Community Advisory Group (CAG) meetings for the Arden-Auburn Mobility Plan. The purpose of the meeting was to introduce the planning effort, share early findings about corridor conditions, and gather feedback from community representatives who live, work, and travel along Arden Way and Auburn Boulevard. The Arden-Auburn Mobility Plan is focused on improving safety, circulation, and access along two key commercial corridors in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle).

Both corridors are identified as part of the City's Vision Zero High Injury Network, meaning they experience some of the highest concentrations of severe and fatal crashes in Sacramento. Supported by a Caltrans Sustainable Transportation Planning Grant, the planning effort will analyze existing corridor conditions and develop community-informed recommendations to improve safety, mobility, and connectivity for all roadway users, including pedestrians, bicyclists, transit riders, drivers, and people using mobility devices. The project will also explore opportunities to enhance corridor access, support local businesses and destinations, and create safer and more comfortable streets for people traveling through the area.

Meeting Overview

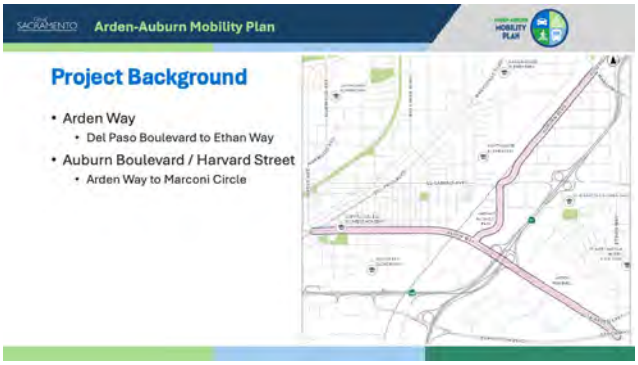
- Format: In-person
- Date: Tuesday, February 24, 2026
- Time: 3:00 p.m. – 4:00 p.m.
- Location: Swanston Community Center

- 2350 Northrop Avenue, Sacramento, CA

The meeting brought together City staff, the consultant team, and Community Advisory Group members to review existing conditions and discuss corridor challenges and opportunities. The session included a presentation followed by discussion and feedback.

Presentation Summary

The meeting began with introductions from City of Sacramento staff, the consultant team, and Community Advisory Group members. The presentation provided an overview of the Arden-Auburn Mobility Plan, including the project background, study corridor limits, findings on existing conditions, and draft project goals.



Presentation: Project Background Slide

Project Background

The project team introduced the purpose of the planning effort: to address multimodal connectivity and safety along the project corridors. The study focuses on two segments in North Sacramento: Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City's High Injury Network, and the eastern segment of Arden Way is identified as one of the City's Vision Zero Top 10 corridors.

The project is funded through a Caltrans grant and began in July 2025. Existing conditions analysis was conducted between August and December 2025. The overall planning process includes three phases of community engagement, with this meeting as part of Phase 1 outreach.

Existing Conditions Analysis

The project team presented findings from the existing conditions analysis, which examined safety, travel patterns, and multimodal conditions along the corridor. Data collection and analysis included:

- Traffic data such as intersection turning movements, roadway segment volumes, and vehicle speeds
- Collision history along Arden Way and Auburn Boulevard
- Transit ridership data for light rail and bus stops provided by SacRT
- Census data related to population density and job density
- Level of Traffic Stress analysis for bicyclists and pedestrians
- Intersection Level of Service and traffic operations

The analysis highlighted that many portions of the corridors function as high-stress environments for people walking and bicycling. Pedestrians and cyclists also represent a disproportionate share of fatal and serious injury crashes along these corridors.

Draft Project Goals

The presentation also introduced draft project goals developed through review of existing City policies, technical analysis, and site visits to the corridor. These draft goals focus on improving safety and mobility while supporting community needs and long-term corridor improvements. Key goal areas include:

- Safety – reducing the risk and severity of crashes for all roadway users
- Equity – improving transportation outcomes for historically underserved communities
- Multimodal Mobility – improving walking, biking, and transit connections
- Livability and Placemaking – enhancing the corridor environment and community identity
- Feasibility and Implementation – identifying near-term and long-term improvements

The presentation concluded with an overview of next steps, including continued engagement, analysis of alternatives, and development of draft recommendations.

CAG Discussion

Following the presentation, participants were invited to share their experiences traveling along the corridors and discuss key challenges and opportunities. Attendees were asked to reflect on what is currently working along the corridors, what challenges exist, and what improvements may be needed. Key themes and comments are summarized below.

People-First Design, Operations, and Safety
Participants emphasized the importance of putting people first in the corridor—especially children, seniors, and people with disabilities—rather than focusing primarily on vehicle flow. Several attendees felt that existing conditions, and even some of the language used to describe them, are still too car-centric.

Community members noted that many intersections and crossings do not feel safe today, particularly around Arden Fair Mall, freeway ramps, and wide arterials. They stressed that safety should be evaluated based on how it feels and functions for people walking, rolling, biking, and using transit, not just on how well traffic moves.

Crossing Wide Streets, Signal Timing, and Intersection Experience
Participants described significant challenges crossing Arden Way and other wide roads. They cited locations where pedestrians are often stranded on medians because the signal changes before they can finish crossing and raised concerns about how current timing affects wheelchair users, older adults, and people using mobility devices.

Attendees asked about how many seconds are provided to cross at key intersections and whether signal timing could be lengthened in especially wide locations, such as near Arden Fair Mall and Heritage. They also pointed to confusing, multi-leg intersections and angled streets that make it hard for both drivers and pedestrians to anticipate each other's movements.

Speeding, Driver Behavior, and Traffic Calming
Participants reported high vehicle speeds and aggressive driving along both major corridors and narrower commercial streets. Examples included "Fast and Furious"–style speeding on Del Paso Boulevard and speeding on bridges and approaches, where even relatively small grades can lead to increased vehicle speeds.

Community members expressed interest in a range of traffic-calming tools, such as speed humps, more frequent stop controls, lane reductions, and other design changes to slow drivers in areas with heavy pedestrian activity. At the same time, they acknowledged that many people would continue to seek "speedways" and urged that the corridors not be allowed to function that way.

Transit Stops, Comfort, and Personal Security
Participants highlighted uncomfortable and deteriorated transit stops as a major concern. They described shelters that offer little shade in hot weather, lack lighting, and feel unsafe, particularly near the mall and along high-traffic segments.

Attendees emphasized that many riders are workers, students, and seniors who rely on transit and should be able to wait and transfer in places that feel safe, clean, and well lit. They expressed a desire for improved lighting, better-designed shelters, and safer pedestrian routes to and from stops.

Signage, Lighting, and Wayfinding for a Diverse Community
The group identified a need for clearer, more inclusive signage and better lighting throughout the corridors. Participants noted that many residents speak languages other than English or may not be familiar with local traffic conventions, and asked for more graphic or pictorial signs around crossings, schools, and areas with frequent pedestrian traffic.

They also underscored that many people do not know, for example, that pushing a pedestrian button can extend crossing time. Participants suggested that simple, highly visible instructions—and, where possible, accessible formats for deaf and hard-of-hearing users—could make existing infrastructure more effective. Lighting was framed as both a safety and security issue, particularly for seniors and people traveling at night.

Accessibility and Inclusive Crossing Design
Participants stressed the importance of designing crossings and sidewalks that work for people with a wide range of abilities and mobility needs. They noted that current crossing times and narrow crosswalks often do not accommodate people using wheelchairs, walkers, canes, scooters, or those who simply move more slowly.

Attendees also observed that crowded or narrow crossings can be difficult to share among pedestrians, people with strollers, and people on bikes or e-bikes. They encouraged the design of wider crosswalks, refuge islands, and waiting areas that recognize the growing diversity of users in the public right-of-way.

Walking and Biking Access, Bridges, and Alternatives to Arden Way
Participants described limited comfortable options for walking and biking to key destinations. Some bike riders said they currently rely on indirect routes—such as levee paths and connections through Cal Expo—to reach Arden Fair Mall, and that they would still be reluctant to ride directly along Arden Way, even with added bike facilities, because of traffic speeds and volumes.

Several attendees suggested new pedestrian and bicycle bridges or overcrossings to provide safe, direct connections over barriers such as rail lines, Auburn Boulevard, and Highway 51. Ideas included linking neighborhoods and schools to the mall area and creating a bridge or skywalk between hotels and Arden Fair Mall. These concepts were seen as ways to reduce car dependence while keeping people out of conflict with high-speed traffic.

Corridor Image, Art, and Sense of Place
Participants expressed a desire for the corridors to better reflect their role as community places rather than just conduits for cars. They suggested integrating artistic elements into safety features—such as decorative fencing in medians or on bridges featuring local themes (birds, oaks, elk, etc.)—to create a more inviting, recognizable identity.

Some attendees also proposed creative ideas, such as humorous or engaging audible crossing messages and visually striking pedestrian bridges, that could both improve safety and contribute to a positive sense of place, making the area feel welcoming to residents and visitors alike.

Communication, Timelines, and Community Partnership
Participants underscored the importance of clear and honest communication about what can be done quickly versus what will take many years. Several referenced past experiences where promised improvements took a decade or more, leading to frustration and a perception of broken promises.

They encouraged project partners to be upfront about expected timelines and to clearly differentiate near-term “quick build” improvements from longer-term construction. Local organizations—including chambers of commerce and community groups—offered

to help with outreach, share information at events, and bring more voices into the process so that the final plan reflects on-the-ground experience.

What Is Working Today

While most comments focused on challenges and needed changes, participants also acknowledged elements that are already helping. Some community members said that the presence of multiple signals and stops in very busy segments near Arden Fair Mall can help slow traffic and provide more frequent opportunities for safe crossings.

Attendees showed enthusiasm for solutions that combine safety, comfort, and character, and expressed hope that this planning effort can align improvements in design, operations, and appearance with how people actually use and experience the corridors every day.

Next Steps

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. Building on the existing conditions analysis and input received from community members and stakeholders, the project team will begin developing and evaluating potential safety and mobility improvements for the corridors.

As part of the ongoing engagement process, Community Advisory Group members were also invited to attend the public community workshop held on March 11, 2026**,** where participants had an opportunity to learn more about the project, review corridor conditions, and share additional input about travel challenges and opportunities along Arden Way and Auburn Boulevard.

Over the coming months, the project team will analyze potential design concepts and strategies to improve safety, access, and multimodal connectivity along the corridors. These concepts will be informed by community feedback, technical analysis, and coordination with City policies and partner agencies.

Future engagement opportunities will include additional community meetings, pop-up outreach events, and digital engagement opportunities such as the online survey. Through these efforts, community members and stakeholders will be invited to review project information, share their experiences traveling along the corridor, and provide

feedback on potential improvements. This input will help refine the recommended improvements before the final Arden–Auburn Mobility Plan is completed.

City of Sacramento – Arden-Auburn Mobility Plan

Phase 1

In-Person Community Workshop Summary

March 11, 2026

Introduction

On March 11, 2026, the City of Sacramento hosted an in-person community workshop for the Arden-Auburn Mobility Plan. The workshop provided an opportunity for community members to learn about the project, review existing conditions along Arden Way and Auburn Boulevard, and share input to help shape future safety, mobility, and access improvements.



Councilmember, Roger Dickinson, presenting with opening remarks for the workshop

The Arden-Auburn Mobility Plan focuses on improving travel along two key commercial corridors—Arden Way (Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (Arden Way to Marconi Circle). Both corridors are part of the City's Vision Zero High Injury Network, meaning they experience higher rates of serious and fatal crashes and are priority areas for safety improvements.

The workshop supported the project's *Phase 1: Listen + Learn* effort, which aims to gather community input on corridor challenges, needs, and priorities. A total of 11 participants attended the workshop.

Objectives & Purpose

- Increase awareness and understanding of the Arden-Auburn Mobility Plan and its goals
- Share existing corridor conditions, safety challenges, and multimodal needs
- Gather community input on mobility, safety, access, and placemaking priorities
- Identify near-term and long-term improvement opportunities
- Encourage continued participation through surveys and future engagement opportunities

Meeting Format & Structure

The workshop was held in person and followed a hybrid format, combining a short presentation with an open-house-style engagement.

Attendees were welcomed at a sign-in station and oriented to the meeting format. The event began with a presentation providing an overview of the project, followed by an open house where participants could circulate through a series of staffed stations.

Each station focused on a different aspect of the project, allowing participants to review materials, ask questions, and provide feedback through interactive boards, written comments, and discussions with project team members.



Community members engaging with project exhibits

Presentation Overview

The workshop presentation began with introductions from City of Sacramento staff and the consultant team, followed by opening remarks from Roger Dickinson. Councilmember Dickinson emphasized the importance of the Arden–Auburn Mobility Plan in addressing long-standing safety concerns along the corridor and highlighted the City's commitment to improving conditions for all users through data-driven and community-informed planning.



Nicole Zhi Ling Porter, Senior Transportation Planner with the City of Sacramento, presenting to workshop attendees

Following opening remarks, Nicole Zhi Ling Porter, Senior Transportation Planner with the City of Sacramento, provided an overview of the Arden–Auburn Mobility Plan. The presentation introduced the project's purpose, which is to address multimodal connectivity and safety challenges along Arden Way and Auburn Boulevard, and outlined key deliverables, including a comprehensive safety and mobility plan, conceptual design improvements, and a prioritized list of implementable projects. The project is funded through a Caltrans Sustainable Communities grant and is anticipated to take place over a multi-year timeline from 2025 through 2027.

Nicole also introduced the project study area, which includes Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (from Arden Way to Marconi Circle). These corridors were highlighted as critical components of the City's Vision Zero High Injury Network, with the eastern segment of Arden Way identified as one of the City's Top 10 highest-priority corridors for safety improvements. This framing reinforced the urgency of the project and its alignment with broader City safety initiatives.

The presentation then introduced the draft project goals and objectives, which were developed through a combination of existing policy review, technical analysis, and field observations. These goals include improving safety by reducing the severity and frequency of crashes, advancing equity for historically underserved communities, enhancing multimodal mobility for people walking, biking, and using transit, supporting livability and placemaking along the corridor, and identifying feasible and cost-effective implementation strategies. Attendees were encouraged to provide input on these draft goals to help refine the project direction.



Presentation Slide: Draft Project Goals & Objectives



Matt Weir, Transportation Engineer with Kimley-Horn, presenting to workshop attendees

Next, Matt Weir, Transportation Engineer with Kimley-Horn, presented the findings from the existing conditions analysis. This portion of the presentation drew on a comprehensive set of quantitative and qualitative data sources, including traffic volumes, intersection turning movements, vehicle speeds, collision history, transit ridership data from SacRT, population and employment density, and Level of Traffic Stress (LTS) metrics for both bicyclists and pedestrians. The analysis was further informed by two site visits and corridor walks conducted by the project team.



Presentation Slide: Existing Conditions (Roadway Analysis)

Detailed collision data revealed clear safety trends along both corridors. On Arden Way, rear-end collisions accounted for the largest share of all injury crashes (39%), followed by broadside collisions (24%), while fatal and serious injury crashes were most commonly broadside (50%) and vehicle-pedestrian (15%). On Auburn Boulevard, rear-end (35%) and broadside (30%) collisions were the most common overall, with fatal and serious injury crashes frequently involving pedestrians (25%) and rear-end collisions (25%). Across both corridors, unsafe speeds and traffic violations—such as ignoring traffic signals and right-of-way violations—were identified as primary contributing factors to crashes.

Additional analysis of transit ridership highlighted the importance of the corridor as a key transit route, with both light rail stations and bus stops showing consistent weekday activity. Census data further demonstrated that different areas of the corridors serve different demographic concentrations of population and job density, reinforcing Arden Way's role as a critical connection for daily travel.

The Level of Traffic Stress analysis indicated that much of the corridor currently operates as a high-stress environment for people walking and biking, meaning that existing conditions are uncomfortable or inaccessible for many users, particularly those who are less experienced or more vulnerable. These findings were reinforced by broader conclusions that pedestrians and bicyclists represent a disproportionate share of fatal and serious injury crashes along the corridor.



Presentation Slide: Existing Conditions (Level of Traffic Stress - Cyclists)

Overall, the existing conditions analysis underscored the need for targeted safety improvements, particularly at high-risk intersections and along key segments of the corridor. The data-driven findings provided a foundation for identifying potential design and operational changes to improve safety, accessibility, and comfort for all users.

To conclude the presentation, Nicole Zhi Ling Porter returned to connect the Arden–Auburn Mobility Plan to the City's broader transportation and safety initiatives, including Vision Zero efforts. She emphasized the importance of ongoing community engagement in shaping the project's recommendations and encouraged participants to share their experiences, priorities, and ideas throughout the workshop activities. The presentation closed by directing attendees to the project website and highlighting upcoming opportunities for continued input.

Station Overview and Feedback

Following the presentation, attendees were invited to participate in an open-house format with a series of staffed stations positioned throughout the room. Each station focused on a different aspect of the project and provided opportunities for participants to review materials, ask questions, and share input.

Welcome & Sign-In Station

The Welcome Station served as the primary point of entry for attendees. Project team members greeted participants, collected sign-ins, and provided an overview of the workshop format, including presentation timing and station locations. This station helped orient attendees and ensured they understood how to participate throughout the event.



Katie DeMaio, President of AIM Consulting, presenting the project fact sheet to a community member

Station 1: Project Overview & Fact Sheet

This station introduced the Arden-Auburn Mobility Plan and provided key background information, including project goals, study area limits, a project timeline, and what the plan aims to deliver. Materials highlighted the City's focus on improving safety, mobility, and access for all users while supporting future growth and community needs.

Station 2: Existing Conditions & Corridor Data

This station presented data and analysis related to current conditions along Arden Way and Auburn Boulevard.

Participants reviewed maps and graphics illustrating traffic volumes, vehicle speeds, collision history, transit ridership, and population and job density.

The materials highlighted key challenges along the corridor, including high-stress conditions for people walking and biking, safety concerns at intersections, and patterns in serious and fatal crashes. Participants were encouraged to share their experiences and identify locations of concern.



Project team engaging with workshop attendees

Stations 3–5: Corridor Segments

These stations focused on specific segments of Arden Way and Auburn Boulevard, allowing participants to explore corridor conditions in greater detail.

Each segment included both an informational board and a corresponding interactive feedback board. The informational boards presented existing conditions data and key findings, while the feedback boards invited participants to share their experiences and perspectives directly on the corridor segments.

This format allowed participants to provide location-specific feedback, helping the project team better understand how different segments function for a range of users and where improvements may be needed. It also allowed community members to provide location-specific feedback and highlight challenges, opportunities, and priorities unique to each segment of the corridor. The following feedback was gathered:

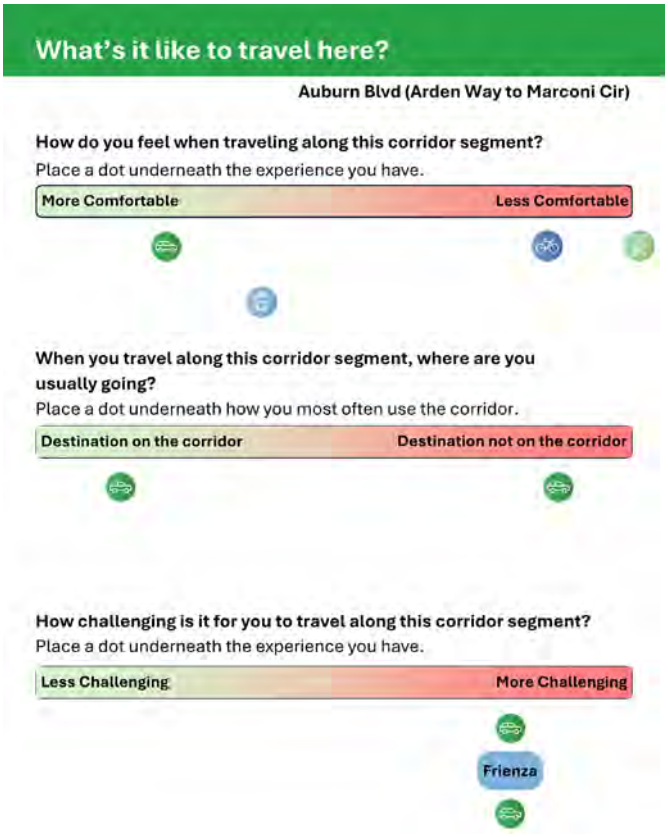


Project team engaging with Arden East Segment and Feedback Board

Auburn Blvd (Arden Way to Marconi Circle)



Segment Board: Auburn Blvd (Arden Way to Marconi Circle)



Feedback Board: Auburn Blvd (Arden Way to Marconi Circle)

Feedback for this segment indicates that most participants experience the corridor as less comfortable and more challenging, particularly for walking and biking. Responses suggest that travel by car is generally more comfortable, while active transportation modes are perceived as less safe. Participants also shared mixed experiences when traveling both to destinations along the corridor and to locations outside of it.

Arden East (Harvard St to Ethan Way)



Segment Board: Arden East (Harvard St to Ethan Way)



Feedback Board: Arden East (Harvard St to Ethan Way)

Feedback for this segment shows a mix of experiences, though participants generally reported moderate to higher levels of challenge when traveling along the corridor. While driving is perceived as more comfortable, walking and biking tend to be associated with lower comfort levels. Most participants indicated they are traveling to destinations along the corridor, suggesting this segment serves more local access needs compared to others.

Arden West (Del Paso to Harvard St)



Segment Board: Arden West (Del Paso to Harvard St)



Feedback Board: Arden West (Del Paso to Harvard St)

Responses for this segment suggest varied experiences across travel modes, with driving and transit perceived as more comfortable compared to walking and biking. Participants generally indicated that travel along this segment is more challenging overall, particularly for non-vehicular modes. Feedback also suggests a mix of trip purposes: some participants travel to destinations along the corridor, while others pass through.

Station 6: Overall Project Feedback & Next Steps

This station provided participants with additional opportunities to share feedback. Attendees could complete written comment cards to share their thoughts on the plan. Although no participants completed comment cards, they were encouraged to fill out the survey upon leaving the workshop via a scannable takeaway card.



Arden-Auburn Mobility Plan Takeaway Card

Public Awareness and Notification

The project team used several strategies to promote the workshop and encourage community participation, including:

- **Email Communications:** The City of Sacramento first promoted the workshop through an Adobe Campaign email sent on February 19, 2026, and included within the City Minute on February 25, 2026. On February 24, 2026, and February 25, 2026, members of the Arden Auburn Community Advisory Group (CAG) were invited to attend CAG meetings via email and flyer. A broader email announcement was then distributed by the engagement team on March 5, 2026, to community members and stakeholders, including transportation advocacy groups, city agencies, chambers of commerce, community-based organizations, housing and neighborhood associations, environmental groups, social service providers, and schools.

- **Online:** Information about the workshop was posted on Eventbrite and shared through the project website at cityofsacramento.gov/ArdenAuburnPlan.
- **Social Media:** The City of Sacramento supported outreach through targeted social media promotion to help broaden awareness of the workshop among community members.
- **Lawn Sign and Flyer Delivery:** On February 24, 2026, the engagement team visited local businesses and high-traffic destinations along the Arden-Auburn corridor to distribute lawn signs and flyers promoting the workshop. Some locations included:
    - DoubleTree by Hilton Hotel Sacramento
    - Sacramento Police and Sheriff's Memorial
    - Woodlake Park
    - Extended Stay America Suites- Sacramento - Arden Way
    - Hilton Sacramento Arden West
    - Arden Mall (Transit Station)
    - Sacramento Mobile Home & RV Park
    - The Reason Center



Lawn Sign Delivery: Hilton Arden West

Next Steps

The Arden–Auburn Mobility Plan will continue through the next phases of community engagement and concept development. During Spring 2026, the project will enter the *Design + Discuss* phase, which will focus on reviewing and refining draft safety and mobility concepts for the corridor. This phase will include additional community engagement opportunities such as a public workshop, Community Advisory Group meetings, pop-up events, targeted outreach, and a multilingual survey to gather continued input.



Project Timeline: Phases 1 - 3

In Fall 2026, the project will move into *Phase 3: Reveal + Refine*. During this phase, the project team will present the draft plan for public review through a final community workshop and a virtual engagement platform. Community members will be invited to review the draft recommendations and provide additional feedback before the plan is finalized.

Community feedback collected throughout these phases will help refine the recommended improvements and inform the final Arden–Auburn Mobility Plan.

Appendix

Appendix A: Segment Boards (Photos)

Auburn Blvd (Arden Way to Marconi Circle)



Arden East (Harvard St to Ethan Way)

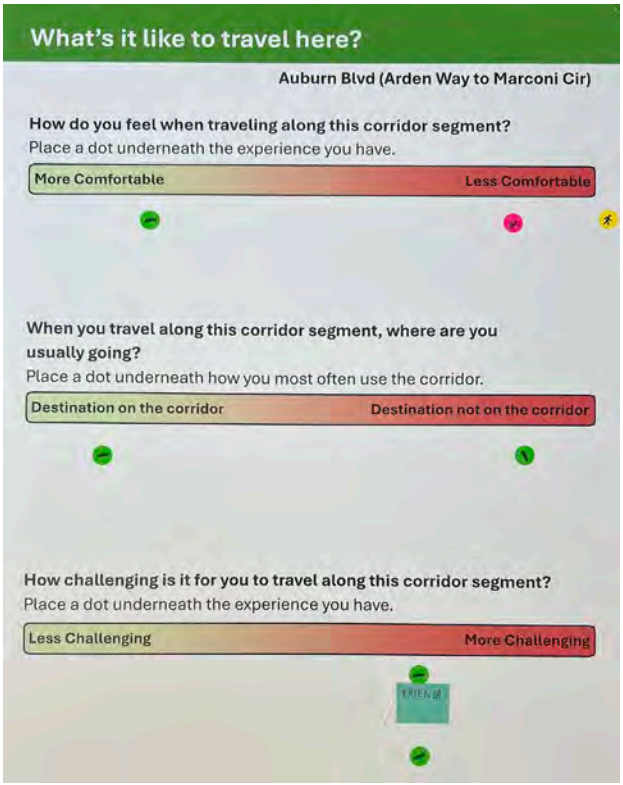


Arden West (Del Paso to Harvard St)

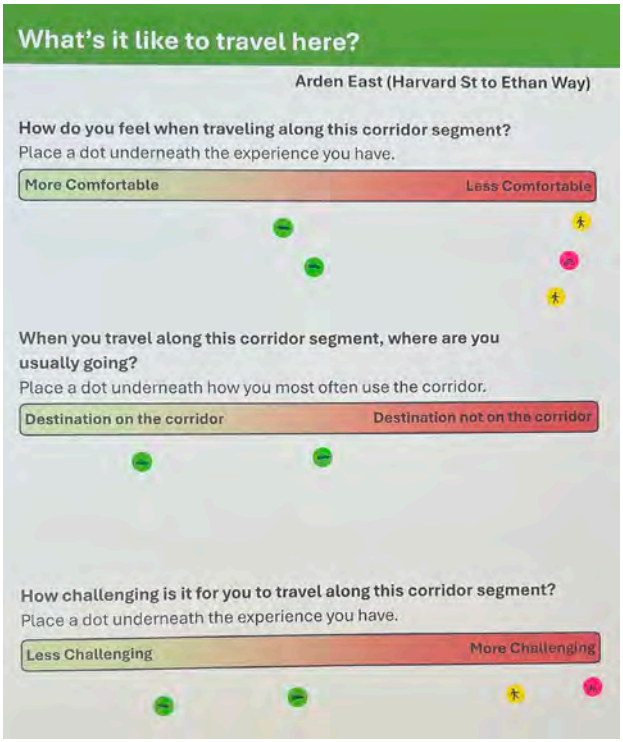


Appendix B: Feedback Boards (Photos)

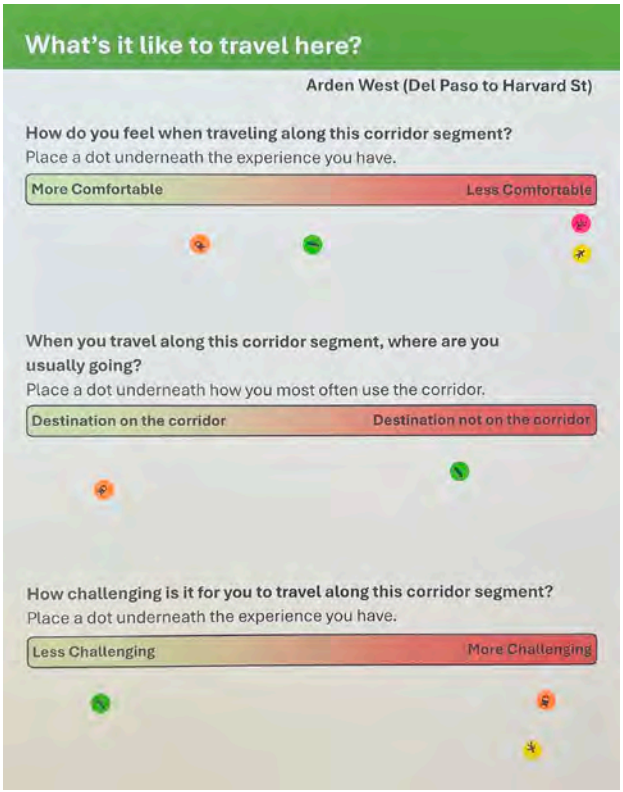
Auburn Blvd (Arden Way to Marconi Circle)



Arden East (Harvard St to Ethan Way)



Arden West (Del Paso to Harvard St)



Appendix C: Segment Boards (Full Size)

Auburn Blvd (Arden Way to Marconi Circle)



Kimley»Horn Expect More. Experience Better. aim consulting

In-Person Community Workshop
Wednesday, March 11, 2026 | 5:30 – 7:00 PM
Reason Center, 1300 Ethan Way, Suite 675

Arden East (Harvard St to Ethan Way)



In-Person Community Workshop
Wednesday, March 11, 2026 | 5:30 – 7:00 PM
Reason Center, 1300 Ethan Way, Suite 675

Arden West (Del Paso to Harvard St)



Appendix B

Community Feedback

Tab Name	Date	Location
TAC RSA	2025-11-17	Arden Way, Harvard Street, and Auburn Boulevard
TAC Existing Conditions Assessment	2026-01-20	Microsoft Teams
TAC Draft Concepts	2026-04-29	Microsoft Teams
Phase 1 CAG (General)	2026-02-24	Swanston Community Center
Phase 1 CAG (Business)	2026-02-24	Swanston Community Center
Phase 1 Workshop	2026-03-11	The Reason Center
Phase 2 CAG (Advocates)	2026-05-12	Swanston Community Center
Phase 2 CAG (Business)	2026-05-11	Swanston Community Center
Phase 2 Workshop	2026-05-20	Hilton Arden West
Phase 1 Pop-Ups	2026-03-21 & 2026-03-24	Arden Fair Mall; Swanston Light Rail Station
Phase 2 Pop-Ups	2026-06-02 & 2026-06-06	Swanston Light Rail Station; Robertson Park (Celebrate North Sacramento)

Road Safety Audit - TAC Comments

Date: November 17, 2025

Segment	Feedback Type	Comment / Feedback
Arden Way in front of the mall		
East Arden Way	Verbal Comment	Consider moving the pedestrian crossing across Arden Way at the intersection with Heritage Lane from the west side of the intersection to the east side.
East Arden Way	Verbal Comment	No clear on-site pedestrian route between the bus stop on Arden Way and the mall.
East Arden Way	Verbal Comment	Arden Way experiences queueing in the outside lanes as a result of highway operations. Consider restriping the lanes obtain better lane balancing. Driver experience confusion regarding where lanes lead and have difficulty with advanced positioning.
East Arden Way	Verbal Comment	The transmission lines are lower than typical at the Exposition Blvd intersection. The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
East Arden Way	Verbal Comment	Cyclist infrastructure through this area is very limited. Connections to the bike trail (South on Ethan Way) should be considered. Exposition Blvd is the preferred alternative route for cyclists.
East Arden Way	Verbal Comment	Discussion about squaring up the intersection and installing signal control at the slip lane (similar to Howe and Fair Oaks). Possible location for roundabout (or series of roundabouts).
Arden Way by the Business 80 Interchange		
Arden Way by Harvard Street	Verbal Comment	Arden Way at Harvard St has been documented as a high-crash location. Crashes are understood to be related to sight distance for vehicles traveling southeast on the overpass, approaching the intersection. The City has won an HSIP grant at the intersection of Arden Way and Harvard St to implement signal upgrades.
Business 80 Interchange	Verbal Comment	Consider possible pedestrian connection point to the new apartment complex (the Eisley).
Business 80 Interchange	Verbal Comment	Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way. No cyclist facilities through the underpass. A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.
West Arden		
Arden Way by Empress Street	Verbal Comment	Pedestrian hybrid beacons are no longer City standard.
Royal Oaks Transit Station	Verbal Comment	The bus stop lacks a pull-out area.
Del Paso Boulevard intersection	Verbal Comment	Skewed intersection geometry where Del Paso Blvd meets Arden Way, presenting a challenge for drivers, cyclists and pedestrians. Signal operations include phasing for light rail. Pedestrians encounter long crossing distances at Del Paso and Arden Way. Pedestrians crossing Arden Way encounter conflicts with vehicles making a right-turn onto Arden Way from Del Paso Blvd.
Harvard Street/Auburn Boulevard		
Auburn Blvd / Harvard St	Verbal Comment	Truck access is a key consideration along Harvard-Auburn. North of Silica Ave, Harvard St and Auburn Blvd transition to a more industrial setting. Consider linking infrastructure upgrades to redevelopment along the corridor.
Harvard St at Arden Way	Verbal Comment	With no sidewalk on the north side of Arden Way, pedestrians heading east towards the mall must cross at Harvard St to the sidewalk on the south side of Arden Way.
Auburn Blvd at Van Ness St/Frienza Ave	Verbal Comment	With no sidewalk on the north side of Arden Way, pedestrians heading east towards the mall must cross at Harvard St to the sidewalk on the south side of Arden Way.

Existing Conditions Assessment — TAC Comments

Date: January 20, 2026 | Location: Microsoft Teams

Station / Topic / Segment	Feedback Type	Comment / Feedback
Comments Received During TAC Meeting to Discuss the Existing Conditions Assessment		
General	Discussion Theme	Consider adjusting the segment limits along Arden Way. For example, the bridge overpass could be its own study segment as could the area in front of the mall.
General	Discussion Theme	Discussion about "hot spots" along the project corridors which could be studied.
Comments Received in the Existing Conditions Assessment Report		
Existing Conditions Report Section 1.1 Project Background, DAC definition.	Written Comment	This is confusing. If it's defined by the State, use the State's definition. I'm sure that's what we used.
Existing Conditions Report Section 1.2 Policy Setting, City's current 2022 policy.	Written Comment	Where is this 2022 policy?
Existing Conditions Report Section 1.3 Project Area, Figure 6 corridors	Written Comment	Talking about truncating Segment 2 at Harvard Way. More conversation about extending to the east. Adding a Segment that runs between Harvard and EB 80 ramps (pref).
Existing Conditions Report Section 3.1, Arden Way (Del Paso Blvd to Evergreem street), PHB on Arden Way project corridor	Written Comment	Why is the PHB crosswalk singled out? All existing traffic signals have marked crosswalks.
Existing Conditions Report, Section 4.1, Traffic Data, daily taffic through Arden	Written Comment	Arden gets more usage during the weekends. Should consider to include evaluating weekend data especially if planning to change the roadway geometry
Existing Conditions Report, Section 7, Project next steps, Project coordination	Written Comment	Is this project going to coordinate with Caltrans? Also, verify if coordination with County of Sacramento is required as it borders the project limits at Ethan Way.

Draft Concept Review - TAC Comments

Date: April 29, 2026

SacRT: ARDEN LANE REDUCTIONS	Feedback Type	Comment / Feedback
Comments on Draft Concepts for Arden Way and Harvard Street/Auburn Boulevard		
Arden Way	Verbal Comment	Two-way bike path under the highway interchange: how do you cross over the offramps? Vehicles are travelling at high speed and are not looking for oncoming traffic.
Arden Way	Verbal Comment	In previous experience, raised crosswalks are not an ideal installation. Drainage, maintenance, debris caught between asphalt and concrete, plates can bow and become a tripping hazard. Examples: 8th Avenue by Tahoe Park Elementary and Folsom Blvd by 32nd Street, where a metal grate over the gap is bowing. Costly to replace if recurring issue. There would need to be a sidewalk on the receiving side for people to cross to, otherwise PW will not install.
Arden Way	Verbal Comment	If the City is considering a road diet, recognize this is a high-volume corridor. What is the impact to level of service (LOS) and congestion?
Arden Way	Verbal Comment	The transmission lines are lower than typical at the Exposition Blvd intersection. The building at the southwest corner of Arden Way and Exposition Blvd will be redeveloped.
Arden Way	Verbal Comment	Would signalizing the northbound off-ramp at the junction of Arden Way and Business 80 include realignment of the off-ramp? The shallow entry angle is taken at high speeds. At the southbound on-ramp there is another conflict with bike lanes.
Arden Way	Verbal Comment	Will the project remove right-turn slip-lanes further East along Arden Way?
Arden Way	Verbal Comment	Do these cross sections require right of way (ROW) acquisition?
Business 80 Interchange	Verbal Comment	Regarding Alternative 1: There are stretches along Arden Way (between the Royal Oaks light rail station and Harvard Street) with rolled curb where businesses have parking stalls accessed directly from Arden Way (and back out directly onto Arden Way). How would a protected bike lane work in these areas, or account for redevelopment along the corridor?
Business 80 Interchange	Verbal Comment	Pedestrians must cross to the sidewalk on the south side of Arden Way, proceed through the underpass, and then cross to the sidewalk on the north side of Arden Way. There is no sidewalk on the south side of Arden Way. No cyclist facilities through the underpass. A crosswalk exists across the SB CA-160 ramps but does not connect to sidewalks.
Business 80 Interchange	Verbal Comment	Has lighting under overpass been evaluated?
Arden Way	Verbal Comment	Regarding additional planting strips: It's a great idea to install more trees but make sure to plant the right kind to avoid buckling pavement. Due to the budget deficit please coordinate with urban forestry to ensure that these trees can be maintained.
Arden Way	Verbal Comment	The toolbox showed a PHB/HAWK. The City no longer installs PHBs, in favor of pedestrian signals. The PHB on Arden Way by Royal Oaks Drive could be converted to a pedestrian signal in connection with a road diet (it was installed with HSIP funding previously). The City has been considering overhead RRFBs but not HAWKS or pedestrian hybrid beacons. The City has constructed some overhead RRFBs already at multilane crossings (including on a 3 lane, 1-way road in midtown). The treatment depends on volumes and speeds. Follow City guidelines. An RRFB is most likely not suitable on Arden Way but maybe Harvard Street/Auburn Boulevard.
Arden Way	Verbal Comment	Cyclists can have a hard time with cycle tracks because of how they connect to other bike lanes. How would you make that connection to the a 2-way cycle track to/from Harvard Street? Also if you have track on the south side of Arden Way by the mall, people would have to cross Arden Way to the mall.
Arden Way	Verbal Comment	Any of the curbs touched would have to improve substandard drainage facilities. Consider underground infrastructure and provide information early so we can work with you on utilities planning (the project corridors cross underground utilities). Map book pages for the area will be shared. Note that the utilities locations shown on the map book pages are schematic only and are subject to field verification. Proposed landscape and hardscape medians should consider the location of existing wet utilities (water, sewer, drainage) and avoid being placed directly on top of them. The bollard footings will be required to maintain a minimum 5-ft horizontal separation requirement between the edge of footing and edge of pipe. A min. 1-ft vertical separation will be required between the bottom of the footing and edge of pipe.
Arden Way	Writen Comment	SacRT operates two routes along this segment of Arden, and peak traffic can have big impacts on reliability and schedule adherence. Queue jumps could really help transit function smoothly, especially when we start considering things like road diets.

Draft Concept Review - TAC Comments

Date: April 29, 2026

SacRT: ARDEN LANE REDUCTIONS	Feedback Type	Comment / Feedback
Comments on Draft Concepts for Arden Way and Harvard Street/Auburn Boulevard		
Arden Way Lane Reductions	Writen Comment	For the western segment (Del Paso to Cap City Freeway), SacRT prefers Option 3, which is the no-lane reduction scenario. We would be okay with the proposed 3-to-2 lane reduction between Cap City Freeway and Ethan, but a 2-to-1 lane reduction between Del Paso and Cap City would create negative impacts to our bus operations. A single travel lane on a major street like Arden will force buses into turnouts and create re-entry delays, which translates to reliability issues and poor on-time performance. Additionally, the proposed single travel lane is not consistent with SacRT's 2021 High-Capacity Bus Study, which includes Arden Way as a potential candidate corridor for future BRT service.
Bikeways	Writen Comment	SacRT has a slight preference for the bi-directional, side-by-side bikeways on the same side of the street rather than the split bikeways (one on each side). This mainly pertains to the middle and eastern segments, since we prefer Option 3 for the western segment; however, if the lanes were reduced along the western segment, we would rather see Option 1, than Option 2. I'd like to add that while we prefer bikeways on the south side of Arden, next to light rail, we do have some concerns about bikers riding through our stations. Something for us to flag now and think about more in design phase, like how we should clearly stripe transition points, so bikes know how to navigate around the stations.
Stops	Writen Comment	Add space at the WB Arden/Challenge bus stop for a shelter (possibly relocate from its current midblock location to a far side location). EB Arden/Challenge bus stop is inaccessible by Route 23, specifically because of the immediate approach to Alta Arden (follow-up in design phase). Add new bus stop on WB Arden/Oxford (in front of new school).
Sidewalk gap closures along the southern segment of Arden Way on the west end, along the light rail tracks	Writen Comment	A few requests and concerns came up when we talked to Operations, Engineering and Safety about not only addressing sidewalk gaps along the south side of Arden Way adjacent to our tracks, but also with potential bike lanes. SacRT would like to see some fencing between sidewalk/bike lane improvements and the light rail tracks to create separation (this includes fencing/gating off the old fire station driveway, which I believe is inactive) . We feel it is important to create a barrier between peds/bikes and the train. We also have safety concerns specifically at the Arden/Del Paso intersection, which is one of SacRT's top five train vs. auto crash sites. If the City could add cross-hatched striping over the tracks, that could help with the skewed intersection. Lastly, SacRT would like to see if the bus lane at the Arden Del Paso station could be widened to reduce mirror strikes.
Opportunities for TSP and queue jumps along the project corridors	Writen Comment	SacRT is open and interested in pursuing TSP and queue jumps along the corridor.

Phase 1 Community Advisory Group (CAG) Meeting — General

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
People-First Design, Operations, and Safety		
General	Discussion Theme	Participants emphasized putting people first in the corridor—especially children, seniors, and people with disabilities—rather than focusing primarily on vehicle flow.
General	Discussion Theme	Several attendees felt existing conditions, and even some of the language used to describe them, are still too car-centric.
General	Discussion Theme	Many intersections and crossings do not feel safe today, particularly around Arden Fair Mall, freeway ramps, and wide arterials.
General	Discussion Theme	Safety should be evaluated based on how it feels and functions for people walking, rolling, biking, and using transit — not just on how well traffic moves.
Crossing Wide Streets, Signal Timing, and Intersection Experience		
General	Discussion Theme	Significant challenges crossing Arden Way and other wide roads; pedestrians are often stranded on medians because the signal changes before they can finish crossing.
General	Discussion Theme	Concerns about how current signal timing affects wheelchair users, older adults, and people using mobility devices.
General	Discussion Theme	Asked how many seconds are provided to cross at key intersections and whether timing could be lengthened in especially wide locations, such as near Arden Fair Mall and Heritage.
General	Discussion Theme	Confusing, multi-leg intersections and angled streets make it hard for both drivers and pedestrians to anticipate each other's movements.
Speeding, Driver Behavior, and Traffic Calming		
General	Discussion Theme	High vehicle speeds and aggressive driving reported along both major corridors and narrower commercial streets.
General	Discussion Theme	"Fast and Furious"-style speeding cited on Del Paso Boulevard; speeding also noted on bridges and approaches where small grades increase vehicle speeds.
General	Discussion Theme	Interest in traffic-calming tools: speed humps, more frequent stop controls, lane reductions, and other design changes in areas with heavy pedestrian activity.
General	Discussion Theme	Acknowledged that many people would continue to seek "speedways" and urged that the corridors not be allowed to function that way.
Transit Stops, Comfort, and Personal Security		
General	Discussion Theme	Uncomfortable and deteriorated transit stops are a major concern — shelters offer little shade, lack lighting, and feel unsafe, particularly near the mall and high-traffic segments.
General	Discussion Theme	Many riders are workers, students, and seniors who rely on transit and should be able to wait/transfer in places that feel safe, clean, and well lit.

Phase 1 Community Advisory Group (CAG) Meeting — General

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
People-First Design, Operations, and Safety		
General	Discussion Theme	Desire for improved lighting, better-designed shelters, and safer pedestrian routes to and from stops.
Signage, Lighting, and Wayfinding for a Diverse Community		
General	Discussion Theme	Need for clearer, more inclusive signage and better lighting; many residents speak languages other than English or may not know local traffic conventions.
General	Discussion Theme	Requested more graphic/pictorial signs around crossings, schools, and areas with frequent pedestrian traffic.
General	Discussion Theme	Many people don't know that pushing a pedestrian button can extend crossing time; suggested simple, highly visible instructions and accessible formats for deaf/hard-of-hearing users.
General	Discussion Theme	Lighting framed as both a safety and a personal security issue, particularly for seniors and people traveling at night.
Accessibility and Inclusive Crossing Design		
General	Discussion Theme	Current crossing times and narrow crosswalks often do not accommodate people using wheelchairs, walkers, canes, scooters, or those who simply move more slowly.
General	Discussion Theme	Crowded or narrow crossings can be difficult to share among pedestrians, people with strollers, and people on bikes or e-bikes.
General	Discussion Theme	Encouraged wider crosswalks, refuge islands, and waiting areas that recognize the growing diversity of users in the right-of-way.
Walking and Biking Access, Bridges, and Alternatives to Arden Way		
General	Discussion Theme	Limited comfortable options for walking and biking to key destinations; some bike riders rely on levee paths and connections through Cal Expo to reach Arden Fair Mall.
General	Discussion Theme	Would still be reluctant to ride directly along Arden Way even with added bike facilities, due to traffic speeds and volumes.
General	Discussion Theme	Suggested new pedestrian/bicycle bridges or overcrossings over rail lines, Auburn Boulevard, and Highway 51 — including a bridge or skywalk linking hotels to Arden Fair Mall.
Corridor Image, Art, and Sense of Place		
General	Discussion Theme	Desire for the corridors to better reflect their role as community places rather than just conduits for cars.
General	Discussion Theme	Suggested integrating artistic elements into safety features, such as decorative fencing in medians or on bridges featuring local themes (birds, oaks, elk).
General	Discussion Theme	Proposed humorous/engaging audible crossing messages and visually striking pedestrian bridges to improve safety and sense of place.
Communication, Timelines, and Community Partnership		
General	Discussion Theme	Emphasized clear, honest communication about what can be done quickly versus what will take many years.
General	Discussion Theme	Referenced past experiences where promised improvements took a decade or more, leading to frustration and a perception of broken promises.
General	Discussion Theme	Encouraged project partners to differentiate near-term "quick build" improvements from longer-term construction.
General	Discussion Theme	Local organizations (chambers of commerce, community groups) offered to help with outreach and bring more voices into the process.
What Is Working Today		
General	Discussion Theme	Presence of multiple signals and stops in very busy segments near Arden Fair Mall can help slow traffic and provide more frequent safe crossing opportunities.
General	Discussion Theme	Enthusiasm expressed for solutions that combine safety, comfort, and character.

Phase 1 Community Advisory Group (CAG) Meeting — Business Focus

Date: February 24, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Operations, Safety, and Level of Service (LOS)		
General	Discussion Theme	Asked how Level of Service (LOS) relates to what they see day-to-day, including red-light running and broadside crashes.
General	Discussion Theme	Emphasized the need to address safety concerns they and their customers experience, not just how the corridor performs "on paper."
Speed, Driver Behavior, and Design		
General	Discussion Theme	Highlighted high vehicle speeds and aggressive driving, especially near freeway ramps and major intersections.
General	Discussion Theme	Questioned how speed limits are set and whether the current design encourages speeding.
General	Discussion Theme	Stressed that speeding and red-light running affect both customer access and perceptions of safety.
Business Access and Frontage Considerations		
General	Discussion Theme	Business representatives, including mall stakeholders, expressed interest in coordinating with the City on potential frontage and access reconfigurations along Arden Way.
General	Discussion Theme	Emphasized the importance of balancing design changes with convenient customer and delivery access.
Transit Stops, Customer Safety, and Worker Access		
General	Discussion Theme	Noted that some stops feel exposed and uncomfortable, especially given adjacent traffic speeds.
General	Discussion Theme	Interest in improving stop quality, lighting, and pedestrian connections so customers and workers who rely on transit can reach businesses more safely and comfortably.
Enforcement and Automated Safety Tools		
General	Discussion Theme	Asked about red-light cameras and automated speed enforcement.
General	Discussion Theme	Expressed interest in enforcement tools as part of a broader safety strategy that also includes design changes.
Corridor Image and Sense of Place		
General	Discussion Theme	Commented on the appearance and identity of Arden Way and Auburn Boulevard, including existing medians and columns.
General	Discussion Theme	Felt the corridor's look and feel could better reflect its role as a key commercial destination.

Phase 1 Community Workshop

Date: March 11, 2026 | Location: The Reason Center, 1300 Ethan Way, #675, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Station 5 / Summary — Open-Ended Written Comments		
General	Written Comment	The Ben Ali neighborhood is cut off!
General	Written Comment	Terrible, need connections. Non-existent bike/walkways need placemaking to get in use. Stunt and slow people down.
General	Written Comment	Terrifying to drive, much less walk/bike.
Auburn Blvd / Harvard St (Arden Way to Marconi Circle) — Location-Specific Sticky Notes		
Auburn Blvd / Harvard St	Sticky Note	Suggest a bike/pedestrian bridge at transit station. Either add to Arden or build between Arden and El Camino.
Auburn Blvd / Harvard St	Sticky Note	This area is very uncomfortable on El Camino!
Auburn Blvd / Harvard St	Sticky Note	Harrowing place to bike or walk!
Auburn Blvd / Harvard St	Sticky Note	Harvard and Silica is a terrible 4-Way stop! No sidewalks on 3 corners. Drivers don't stop.
Auburn Blvd / Harvard St	Sticky Note	Hole at 80 WB off ramp to Arden.
Auburn Blvd / Harvard St	Sticky Note	Filthy and dangerous under the freeway.
Auburn Blvd / Harvard St	Sticky Note	El Camino to Marconi is impacted with high traffic to bypass slow freeways.
Auburn Blvd / Harvard St	Sticky Note	Lots of space for a separated bikeway!
Auburn Blvd / Harvard St	Sticky Note	Auburn Blvd Southbound has a bike lane, but I recall it gets to narrow places and in places the pavement is crumbling or bumpy.
Auburn Blvd / Harvard St	Sticky Note	Suggest a bike pedestrian bridge at transit station either add-on to Marconi and Arcade or build between Marconi Arcade and El Camino.
Auburn Blvd / Harvard St	Sticky Note	Lots of people travel on Marconi over tracks to bypass traffic and fencing.
Auburn Blvd / Harvard St	Sticky Note	The river mouth lane on Marconi/Arcade is traffic inducing because of late merging room for a bike lane and road diets!
Auburn Blvd / Harvard St	Sticky Note	...But! there is no bike lane and high speeds.
Auburn Blvd / Harvard St	Sticky Note	Space for a path on Marconi Circle.
Arden East (Harvard St to Ethan Way) — Location-Specific Sticky Notes		
Arden East	Sticky Note	Harvard and Silica is a bad intersection. 4-Way stop, no sidewalks on three sides. Harvard St. curves so you can't see cars barrelling toward you.
Arden East	Sticky Note	Cars really speed up here going west!
Arden East	Sticky Note	General lane confusion in merge turn lanes on ramp. Higher speeds for freeway.
Arden East	Sticky Note	Lots of traffic and confused to drive. Often see pedestrians often next to high speeds.
Arden East	Sticky Note	Filthy and dangerous under the freeway.
Arden East	Sticky Note	New bike crossing, traffic from Exposition Bus - 80 Improvement.
Arden East	Sticky Note	There's no sidewalk on the Southside of Arden here.
Arden East	Sticky Note	Tesla chargers, pedestrians in roadways, no crosswalk.
Arden East	Sticky Note	Avoid crossing on foot!!!
Arden East	Sticky Note	I want to go to the mall on my bike. How can I get there safely?
Arden East	Sticky Note	This area is hard with West setting sun and visibility.
Arden East	Sticky Note	Highly stressful to walk.
Arden East	Sticky Note	Better landscaping along sidewalk.

Phase 1 Community Workshop

Date: March 11, 2026 | Location: The Reason Center, 1300 Ethan Way, #675, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden East	Sticky Note	Unsafe lane changes, red light runners.
Arden East	Sticky Note	Ethan Way is a freeway bypass.
Arden East	Sticky Note	Terrible to drive, impossible to walk.
Arden West (Del Paso Blvd to Harvard St) — Location-Specific Sticky Notes		
Arden West	Sticky Note	Roundabout intersection.
Arden West	Sticky Note	The Arden/Del Paso Blvd in the heart of North Sac!
Arden West	Sticky Note	No pedestrian crossing sign/light for SB bike/foot traffic going down Del Paso.
Arden West	Sticky Note	Del Paso intersection is too long. People think they can make the light and end up running it.
Arden West	Sticky Note	Needs enhanced pedestrian crossing and placemaking.
Arden West	Sticky Note	This area feels like a neighborhood / just needs bike/walkways.
Arden West	Sticky Note	Where will the bike lane be? And be a safe option.
Arden West	Sticky Note	Car traffic bypasses Arden/Del Paso Blvd by County to Arden here.
Arden West	Sticky Note	Sidewalks very narrow - no building setback either.
Arden West	Sticky Note	Speeds get high here, then you abruptly stop at this light (Evergreen).

Phase 1 Pop-Up Events

Events: Arden Fair Mall (March 21, 2026) and Swanston Light Rail Station (March 24, 2026)

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden Fair Mall Pop-Up (3/21/26) — Segment Board: Arden West (Del Paso Blvd to Harvard St)		
Arden West	Sticky Note	Sidewalks / infra need to be improved.
Arden West (near mall)	Sticky Note	We want to take transit to the mall but light rail doesn't reach it and the walk isn't safe.
Arden West (near mall)	Sticky Note	Almost got hit by car while on sidewalk @ mall.
Arden West	Sticky Note	Can the mall plant rows of trees along each parking row & around the complex? Would make it easier to walk in summer.
Arden West (near mall)	Sticky Note	GNR says create a tree system around the Arden Fair Mall — Audubon Society.
Swanston Light Rail Station Pop-Up (3/24/26) — Segment Board: Arden West (Del Paso Blvd to Harvard St)		
Arden West (Del Paso Blvd)	Sticky Note	More speeding happens on Del Paso in the neighborhood.
Arden West (near rail bridge)	Sticky Note	Can you add a tunnel to separate people walking from cars?
Arden West (Oxford St)	Sticky Note	Need bike lane by Oxford St.
Arden West (Del Paso Blvd)	Sticky Note	Drivers speed at Del Paso and run red lights.
Arden West	Sticky Note	Drivers treat this road like a freeway.
Arden West	Sticky Note	Need sidewalk on Arden.
Arden West	Sticky Note	Maybe add walking overpass here.
Arden West (near light rail)	Sticky Note	Three crossings don't all have buttons for people walking.
Arden West (near rail bridge)	Sticky Note	Not a lot of walkway options around bridge. People speeding and not paying attention when driving.
Arden West (near stations)	Sticky Note	Lighting / security concerns near stations & in connections to neighborhoods.
Arden West (Del Paso Blvd)	Sticky Note	I scooter from Swanston LRT to my house in Del Paso — cut thru neighborhood; people speed by Arden/Del Paso.
Swanston Light Rail Station Pop-Up (3/24/26) — Segment Board: Arden East (Harvard St to Ethan Way)		
Arden East	Written Comment	Feel safer on the bus, but not walking.
Arden East	Written Comment	No shade, no sidewalks. Have to watch out for dogs not on a chain.
Arden East	Written Comment	When the sun is out it's hard to walk. On a bike it's easier.

Phase 2 Community Advisory Group (CAG) Meeting — Advocates

Date: May 12, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Shared Use Paths and Conflict Between Cyclists and Pedestrians		
General	Discussion Theme	Raised concerns about the safety and usability of shared-use paths, particularly given the rise of e-bikes and electric scooters.
General	Discussion Theme	Acknowledged shared paths are an existing condition on Sacramento's river greenways but expressed skepticism about applying them to a high-activity urban corridor shared by wheelchair users, seniors, and fast-moving cyclists.
General	Discussion Theme	Clear preference for alternatives that provide vertically separated, dedicated facilities for pedestrians and cyclists rather than relying on paint or signage alone.
Accessibility and the Disability Community		
General	Discussion Theme	Recurring theme: importance of designing the corridor for people with disabilities, including wheelchair users, people with low vision, and individuals with limited mobility.
General	Discussion Theme	Existing crosswalks, sidewalks, and light rail station approaches present barriers — obstructions, missing curb cuts, unclear wayfinding — even for experienced users.
General	Discussion Theme	Leading pedestrian intervals discussed as a broadly beneficial improvement for wheelchair users and others navigating high-speed, multi-lane crossings.
General	Discussion Theme	Raised potential of person-to-infrastructure technology (an app/device that could trigger pedestrian signals and rapid-flashing beacons as users approach), citing a pilot program; encouraged coordination with disability advocacy organizations.
Harvard Street/Auburn Blvd (near UCP site)	Sticky Note	New UCP building site @ Harvard Street.
Harvard Street/Auburn Blvd (near UCP site)	Sticky Note	Their clients are intellectually disabled and will be reliant on UCP's buses; some may use transit nearby but many are in wheelchairs.
Arden Way Alt. 2	Sticky Note	Proper signs for low vision people.
Arden Way Alt. 2	Sticky Note	Add proper street lights.
Arden Way Alt. 2	Sticky Note	Add flashing lights at crosswalks.
Arden Way Alt. 2	Sticky Note	Add features for blind individuals.
Freeway Interchange and Ramp Safety		
Business 80 Interchange	Discussion Theme	Business 80 interchange again identified as one of the most dangerous and disorienting locations along the corridor; free-flowing off-ramp is particularly hazardous, with two lanes of high-speed traffic merging directly onto Arden Way and drivers weaving to turn left into the mall.
Business 80 Interchange	Discussion Theme	Supported signalizing the off-ramp (under active consideration) to create a safe pedestrian/cyclist crossing and allow traffic to pulse without crossing oncoming lanes.
Two-Way Bikeway Transitions and Connectivity		
General	Discussion Theme	Deb Banks noted two-way bikeways are not inherently problematic, but entry/exit transition points are consistently where design falls short — citing confusing transitions in downtown Sacramento.
General	Discussion Theme	Importance of understanding and building on existing cyclist desire lines rather than redirecting people to unfamiliar routes; many cyclists currently reach Arden Fair Mall via the levee, through Cal Expo, and across parking lots.
Signal Timing, Pedestrian Crossings, and Median Safety		
General	Discussion Theme	Crossing Arden Way described as stressful and at times dangerous, particularly for people who cannot cross quickly; several attendees described feeling stranded mid-street as signal countdowns approach zero while drivers accelerate.
General	Discussion Theme	Discussed leading pedestrian intervals and flexible signal operations that could adapt to peak conditions (holidays, Cal Expo events).
General	Discussion Theme	Explored idea of a formalized pedestrian refuge median providing genuine protection/comfort (not just a painted island) to enable two-stage crossings at the widest intersections.
Urban Forestry, Lighting, and Placemaking		
General	Discussion Theme	Consistently noted lack of shade, greenery, and lighting make the corridor feel inhospitable and unsafe.
Ethan Way / Cal Expo area	Discussion Theme	Pointed to placemaking opportunities at key nodes, including the Ethan Way intersection area near Cal Expo, where underutilized median space and vacant parcels could accommodate green space or a small urban park.
General	Discussion Theme	Lighting raised as both a traffic-safety issue and a personal security concern, particularly under the freeway and along segments where pedestrians walk at night in low-visibility conditions.
Coordination with County Plans and Regional Connectivity		
General	Discussion Theme	Importance of coordinating with adjacent county planning efforts, noting misaligned bikeway configurations at jurisdictional boundaries can create confusing and dangerous transitions for cyclists.
Auburn Blvd	Discussion Theme	Auburn Boulevard recognized as a significant opportunity for regional bicycle connectivity, with informal use already linking neighborhood cyclists to the American River Parkway and broader greenway network.

Phase 2 Community Advisory Group (CAG) Meeting — Business Focus

Date: May 11, 2026 | Location: Swanston Community Center, 2350 Northrop Avenue, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Lane Reduction: Divided Perspectives		
Arden Way	Discussion Theme	Some community members strongly opposed lane reduction, citing traffic congestion concerns during peak periods — particularly the holiday season near Arden Fair Mall — and real-world frustration from similar changes on other corridors.
Arden Way	Discussion Theme	Others were more supportive, arguing lane reduction could serve as a meaningful traffic-calming tool and that safer, more comfortable walking/biking conditions tend to generate their own demand over time.
Arden Way	Discussion Theme	Participants welcomed the City's approach of modeling both lane-reduction and no-reduction alternatives for comparison.
Holiday and Event Traffic as a Distinct Scenario		
Arden Fair Mall area	Discussion Theme	Arden Fair Mall representatives emphasized November/December traffic volumes represent a fundamentally different condition from the typical weekday model; urged the team to treat this period as a separate analysis scenario.
Cal Expo area	Discussion Theme	Cal Expo events (evening concerts, large gatherings) generate significant pedestrian and vehicle activity outside standard peak hours; late-night pedestrian movement flagged as a real, underexamined safety concern.
Freeway Interchange and Ramp Safety		
Business 80 Interchange	Discussion Theme	Business 80 interchange/on-ramp area identified as one of the most dangerous locations along the corridor, particularly for cyclists and pedestrians — a high-collision merging zone.
Business 80 Interchange	Discussion Theme	Strong support expressed for extending the existing traffic signal to control ramp movements (conversations with Caltrans underway) to create a clearer transition between freeway and local street conditions.
Lighting as a Safety and Security Priority		
Under Business 80 / light rail corridor	Discussion Theme	Inadequate lighting consistently raised as a serious concern, particularly under the freeway, along the light rail corridor, and in front of the shopping center after dark.
General	Discussion Theme	Lighting framed not only as a traffic safety issue but as a factor in personal security and overall corridor comfort at night.
Pedestrian Crossings and Signal Operations		
Arden Fair Mall / Cal Expo crossings	Discussion Theme	Wide intersections in front of Arden Fair Mall and across from Cal Expo described as inadequate for pedestrian volumes, particularly during peak periods; median informally used as a crossing refuge though not designed for that purpose.
Arden Fair Mall / Cal Expo crossings	Discussion Theme	Discussed signal operations with built-in flexibility — single-cycle crossing under normal conditions, activatable two-stage crossing during high-volume periods — to accommodate diverse users without permanent geometry changes.
Auburn Boulevard: Traffic Calming and Regional Connectivity		
Auburn Blvd	Discussion Theme	Discussion centered on need for traffic calming rather than lane reconfiguration; corridor described as a common cut-through route during peak freeway congestion with limited/inconsistent sidewalk coverage.
Auburn Blvd	Discussion Theme	Noted Auburn's potential as part of a broader regional bicycle network via existing informal routes connecting to the river path through the industrial area.

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Station 5 — Open-Ended Written Comments		
General	Written Comment	Good event! Thanks for the opportunity to comment. You can get some good input from a transit rider who is going to the mall at the Heritage stop and in the mall.
General	Written Comment	We need pedestrian and bike access to the Ben Ali Neighborhood from RT Marconi station. A+ grade. Peds and bikes cross illegally through fence cuts. Auburn Boulevard needs left-turn access to businesses in Ben Ali. Protect the core oaks on Auburn Boulevard. Protected bike lanes are hard to clear of debris and trash cans. Multi-use path Auburn (El Camino to Marconi).
Arden Way East (Harvard St to Ethan Way) — Narrative Summary		
Arden Way East	Written Comment	A two-way separated bike lane makes sense along the rail line.
Arden Way East	Written Comment	Concerns with two-way bike lanes are that they are nowhere else in Arden — shock to riders when it ends.
Arden Way East	Written Comment	Doesn't feel like a community improvement.
Harvard Street/Auburn Blvd (Arden Way to Marconi Circle) — Narrative Summary		
Harvard St/Auburn Blvd	Written Comment	[Alternative 2] is more comfortable for cyclists than Alternative 1.
Harvard St/Auburn Blvd	Written Comment	No planter strip on Auburn — it will only get filled with trash or encampments.
Harvard St/Auburn Blvd	Written Comment	Auburn could become a major cycling route from Arden Arcade to North Sacramento and downtown.
Board: Arden Way Alt. 1 — Lane Reduction, Two-Way Separated Bikeways		
Arden Way (Del Paso–Harvard)	Sticky Note	Personally, I prefer one-way bike lanes to two-way bike lanes, but seeing the city moving towards a connected bicycle network is a great direction!
Arden Way (Del Paso–Harvard)	Sticky Note	A pedestrian signal is needed here for people crossing from RT North.
Arden Way (Del Paso–Harvard)	Sticky Note	Add a crosswalk closer to the station.
Arden Way (Del Paso–Harvard)	Sticky Note	Crossings at mid block would be helpful but car speeds also need to go down, so people crossing don't get hit.
Arden Way (near Fairfield St)	Sticky Note	One-way dedicated bike lane may be more feasible in Arden. Two-way will be very different than most of North Sac.
Arden Way (near Royal Oaks Dr)	Sticky Note	A two-way separated bike lane makes sense along the rail line. It's more accessible for cyclists who want to get on the mainline from either direction.
Arden Way (near Royal Oaks Dr)	Sticky Note	This feels safe and increases shade!
Board: Arden Way Alt. 2 — Lane Reduction, One-Way Separated Bikeways		
Arden Way (Del Paso–Harvard)	Sticky Note	Please separate pedestrians and cyclists physically from cars. Curbs and trees!
Arden Way (Del Paso–Harvard)	Sticky Note	Separate bike lanes provide easier access to side streets north of Arden.
Arden Way (Del Paso–Harvard)	Sticky Note	Slow traffic as much as possible.
Arden Way (Del Paso–Harvard)	Sticky Note	Add crosswalk, signal or signal.
Arden Way (Del Paso–Harvard)	Sticky Note	Prefer bike lanes on both sides of the street. Better access to destinations. I want to bike on Arden, but can't now, too unsafe.
Arden Way (near Fairfield St)	Sticky Note	I like the lane diet.
Arden Way (near Royal Oaks Dr)	Sticky Note	There are several very low value buildings on the north side and Evergreen Arden near the Royal Oaks that are very close to the street. Acquiring and demoing these buildings would allow much more flexibility in widening.
Arden Way (near Fairfield St)	Sticky Note	Center lanes are also helpful for ambulances to get through periods of high congestion (alt 1 & 2).
Arden Way (Del Paso–Harvard)	Sticky Note	This doesn't feel like a community improvement.
Board: Arden Way Alt. 3 — One-Way Separated Bikeways (Street-Level) / Shared-Use Path		
Arden Way (Del Paso–Harvard)	Sticky Note	I don't like this plan. Needs a lane reduction.
Arden Way (near Royal Oaks Dr)	Sticky Note	Want speeds to reduce, can the city reduce speed limits? Reducing lanes is good, but people will still speed.
Arden Way Bridge (rail tracks)	Sticky Note	This doesn't feel like a community improvement.
Arden Way (General)	Sticky Note	Lack of shade trees would discourage pedestrians from using the sidewalk, especially in the summer.
Arden Way (near Heritage Ln)	Sticky Note	No.
Arden Way (near Heritage Ln)	Sticky Note	No, we need bike infrastructure in North Sac.

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Arden Way (under freeway)	Sticky Note	A shared use path would encourage tent cities under the freeways.
Board: Arden Way — Freeway/Mall Area (Alts. 1 & 2 continued)		
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	Consider crosswalk at this intersection. Easier for mall traffic. Freeway ramp area for 3 transit stops.
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	Add crosswalk here. The block is too long to get to either streetlight and people jaywalk here already.
Arden Way under freeway / Heritage Ln (Alt. 1 cont.)	Sticky Note	This configuration makes more sense.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	Generally bicyclists prefer staying on a two-way trail.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	The non-mall side feels safer, argue with Alt #1.
Arden Way near Heritage Ln (Alt. 1 cont.)	Sticky Note	Concerns w/ two way bike lanes is that they are nowhere else in Arden. Shock to riders when it ends. But we do need separate bike lanes!!!
Arden Way near Heritage Ln (Alt. 2 cont.)	Sticky Note	Two-way bike lane is better here. One-way lanes have to merge at freeway.
Arden Way near Heritage Ln (Alt. 2 cont.)	Sticky Note	Preference for a single bike lane on each side of the street for easy access to commercial areas on either side.
Board: Harvard St/Auburn Blvd Alt. 1 — One-Way Separated Bikeways		
Harvard St/Auburn Blvd	Sticky Note	Can we improve (or think through) access between Auburn and El Camino.
Harvard St/Auburn Blvd (Frienza Ave)	Sticky Note	Yes to the roundabout.
Harvard St/Auburn Blvd (Frienza Ave)	Sticky Note	This intersection (Frienza) needs some separation. A roundabout could work, or something else to slow drivers down.
Harvard St/Auburn Blvd	Sticky Note	Auburn could become a major cycling route from Arden Arcade to North Sacramento and downtown.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Need light rail access!
Harvard St/Auburn Blvd	Sticky Note	Some homes in this neighborhood have to put their trash cans out on Auburn Blvd. A bike lane would be inconvenient (on both sides).
Board: Harvard St/Auburn Blvd Alt. 2 — Two-Way Separated Bikeways		
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Add connections to a light rail station.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Consider improvements to light rail, including a bike lane over rail.
Harvard St/Auburn Blvd (Marconi Circle)	Sticky Note	Also, there is not a need for two lanes north on Marconi.
Harvard St/Auburn Blvd (near El Camino)	Sticky Note	There is no parking north of El Camino.
Harvard St (near Arden Way)	Sticky Note	Consider two lanes into the bus.
Harvard St (near Arden Way)	Sticky Note	This option is more comfortable for cyclists than #1 alternative.
Dot Vote Results — Arden Way Alternatives (Board 1, near Fairfield/Royal Oaks)		
Arden Way	Dot Vote	One-Way Separated Bikeways: 3 green (like)
Arden Way	Dot Vote	Additional Enhanced Crosswalks: 2 green (like)
Arden Way	Dot Vote	No Lane Reduction: 3 red (dislike)
Arden Way	Dot Vote	Two-Way Separated Bike Lane: 2 green (like)
Arden Way	Dot Vote	Sidewalks on Both Sides: 2 green (like)
Arden Way	Dot Vote	Street-Level Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Lane Reduction (4 to 3 Lanes): 2 green (like)
Arden Way	Dot Vote	Widen Sidewalks: 2 green (like)
Arden Way	Dot Vote	Turn Restrictions: 1 green (like)
Arden Way	Dot Vote	Lane Reduction (8 to 6 Lanes): no votes recorded
Arden Way	Dot Vote	Enhanced Landscaping: 4 green (like)
Arden Way	Dot Vote	Shared-Use Path: 1 red (dislike)
Arden Way	Sticky Note	Paint is not a bike lane.
Dot Vote Results — Arden Way Alternatives (Board 2, near freeway/Heritage Ln, cont.)		
Arden Way	Dot Vote	One-Way Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Additional Enhanced Crosswalks: 1 green (like)
Arden Way	Dot Vote	No Lane Reduction: 2 red (dislike)
Arden Way	Dot Vote	Two-Way Separated Bike Lane: 1 green (like)
Arden Way	Dot Vote	Sidewalks on Both Sides: 3 green (like)
Arden Way	Dot Vote	Street-Level Separated Bikeways: 2 green (like)
Arden Way	Dot Vote	Lane Reduction (4 to 3 Lanes): 1 green (like)
Arden Way	Sticky Note	If cyclists want to access the mall, they can cross the street. Keep both bike lanes on the same side to reduce the cyclist needing to cross the street.
Arden Way	Dot Vote	Widen Sidewalks: 1 green (like)
Arden Way	Dot Vote	Turn Restrictions: no votes recorded
Arden Way	Dot Vote	Lane Reduction (8 to 6 Lanes): 3 green (like)
Arden Way	Sticky Note	Reduce more! Add more trees!
Arden Way	Dot Vote	Enhanced Landscaping: 5 green (like)
Arden Way	Dot Vote	Shared-Use Path: 1 red, 1 green, 1 red (mixed)
Dot Vote Results — Harvard St/Auburn Blvd Alternatives		
Harvard St/Auburn Blvd	Dot Vote	One-Way Separated Bikeways: 3 green (like)
Harvard St/Auburn Blvd	Dot Vote	Dedicated Space for All Users: 2 green (like)
Harvard St/Auburn Blvd	Dot Vote	Sidewalks on Both Sides: 4 green (like)

Phase 2 Community Workshop

Date: May 20, 2026 | Location: Hilton Arden West, 2200 Harvard Street, Sacramento, CA

Station / Topic / Segment	Feedback Type	Comment / Feedback
Harvard St/Auburn Blvd	Dot Vote	Two-Way Separated Bike Lane: 1 red, 1 green (mixed)
Harvard St/Auburn Blvd	Dot Vote	Enhanced Landscaping: 4 green (like)
Harvard St/Auburn Blvd	Dot Vote	Additional Enhanced Crosswalks: 3 green (like)

Phase 2 Pop-Up Events

Events: Swanston Light Rail Station (June 2, 2026, 7:00-9:00 AM) and Celebrate North Sacramento Festival at Robertson Park (June 6, 2026, 12:00-4:00 PM)

Station / Topic / Segment	Feedback Type	Comment / Feedback
Swanston Light Rail Station Pop-Up (6/2/26) — Treatment Toolbox Board		
Corridor-wide toolbox	Dot Vote (+1)	Rectangular Rapid Flashing Beacon (RRFB): +1 vote
Corridor-wide toolbox	Dot Vote (+1)	Signalized Pedestrian Crossing: +1 vote
Corridor-wide toolbox	Dot Vote (+1)	Bicycle Signal: +1 vote
Corridor-wide toolbox	Sticky Note	Trash cans at bus stops.
Corridor-wide toolbox	Sticky Note	+1: Feels dangerous with cars going so fast.
Swanston Light Rail Station Pop-Up (6/2/26) — Concepts/Alternatives Board		
Corridor-wide concepts	Dot Vote	One-Way Separated Bike Lanes: 2 green (most support)
Corridor-wide concepts	Dot Vote	Additional Enhanced Crosswalks: 1 green
Corridor-wide concepts	Dot Vote	Turn Restrictions: 1 green
Corridor-wide concepts	Dot Vote	Lane Reduction (8 to 6 Lanes): 1 green
Corridor-wide concepts	Written Comment	Provide more places to cross.
Corridor-wide concepts	Written Comment	Provide barriers to protect cyclists. Paint makes drivers pay attention to cyclists.
Corridor-wide concepts	Written Comment	Drivers don't pay attention. So we need to make them with improvements.
Corridor-wide concepts	Written Comment	These roads are designed wide, and people drive fast because they can.
Celebrate North Sacramento Festival Pop-Up (6/6/26) — Concepts Feedback Board		
Corridor-wide concepts	Dot Vote	Additional Enhanced Crosswalks: 5 green (strongest support)
Corridor-wide concepts	Dot Vote	Enhanced Landscaping: 4 green
Corridor-wide concepts	Dot Vote	One-Way Separated Bike Lanes: ~3 green
Corridor-wide concepts	Dot Vote	Sidewalks on Both Sides: 2 green
Corridor-wide concepts	Dot Vote	Street-Level Separated Bike Lanes: 2 green
Corridor-wide concepts	Dot Vote	Shared-Use Path: 2 green
Corridor-wide concepts	Dot Vote	Two-Way Separated Bike Lane: 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Lane Reduction (4 to 3 Lanes): 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Lane Reduction (8 to 6 Lanes): 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	Widen Sidewalks: 1 green, 1 red (mixed)
Corridor-wide concepts	Dot Vote	No Lane Reduction: 2 green

Appendix C

Draft Concept Assessment Memorandum

TOOLE DESIGN

ARDEN-AUBURN MOBILITY PLAN

Alternatives Analysis Technical Report

October 2026 | DRAFT

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INTRODUCTION

The Arden Way-Auburn Boulevard Mobility Plan (Arden-Auburn Mobility Plan) establishes a shared vision for the future of both Arden Way from Del Paso Boulevard to Ethan Way, and Harvard Street/Auburn Boulevard from Arden Way to Marconi Circle (Figure 1). This portion of Arden Way is part of the City of Sacramento's High Injury Network, meaning it experiences some of the highest numbers of fatal and serious injury crashes in the City. The focus of the Arden-Auburn Mobility Plan is to identify transportation improvements that:

- Reduce transportation injuries and fatalities
- Expand access to walking, biking, and transit
- Address community-identified challenges
- Support future housing and job growth
- Improve air quality and reduce greenhouse gas emissions

This Alternatives Analysis Technical Report documents the alternatives considered as part of the project, the evaluation methodology and results used to consider those alternatives, and the final recommendations. The discussion, analysis, and results of this report build upon the information gathered throughout the study process. This information is repeated within this report as needed; however, additional details can be found within the additional project documentation noted below:

- Arden Way-Auburn Boulevard Mobility Plan Existing Conditions Report (2026)
- Arden Way-Auburn Boulevard Mobility Plan Public Draft Report (2026)

ALTERNATIVES DEVELOPMENT AND EVALUATION APPROACH

The development and evaluation of alternatives was completed in three stages, including:

- **Stage 1: Development of Alternatives** – This phase identified alternative cross sections for each corridor to address the project's identified needs and achieve its goals.
- **Stage 2: Evaluation of Alternatives** – Examined the potential benefits and tradeoffs of specific alternative cross sections and identified a preferred cross section for each roadway.
- **Stage 3: Safety Countermeasures & Spot Treatments** – Paired systemic safety improvements and location-specific recommendations with the identified preferred cross section to create a final, holistic recommended alternative.

The remainder of this report provides further details and results from each of these stages.

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Figure 1: Arden-Auburn Mobility Plan Study Area



STAGE 1: DEVELOPMENT OF ALTERNATIVES

The first step in the alternatives analysis process consisted of identifying alternative cross sections to meet the stated goals of the project, including:

- **Improve safety**
  - Shorten crossing distances
  - Reduce conflicts between users
- **Advance equity**
  - Provide improvements in areas with highest needs
  - Improve access to key destinations
- **Support multimodal mobility**
  - Provide continuous pedestrian and bicycle facilities
  - Improve connections to transit
  - Manage vehicular travel delay
- **Enhance comfort and accessibility**
  - Accommodate people of all ages and abilities
  - Separate people walking and rolling from vehicular traffic
  - Create bikeways that are safe and attractive to people of all ages and abilities
- **Improve the corridor experience**
  - Increase the number of trees and amount of shade
  - Improve lighting
  - Enhance the streetscape
- **Can be implemented**
  - Create opportunities for quick-build implementation
  - Create opportunities to implement treatments in phases over time in alignment with potential future funding opportunities
  - Minimize cost and construction impact

In addition to meeting the project's goals, the alternatives were also developed with the following guiding principles:

- The cross sections should fit within the existing City-owned right-of-way
- The cross sections should, to the maximum extent possible, accommodate all modes of travel

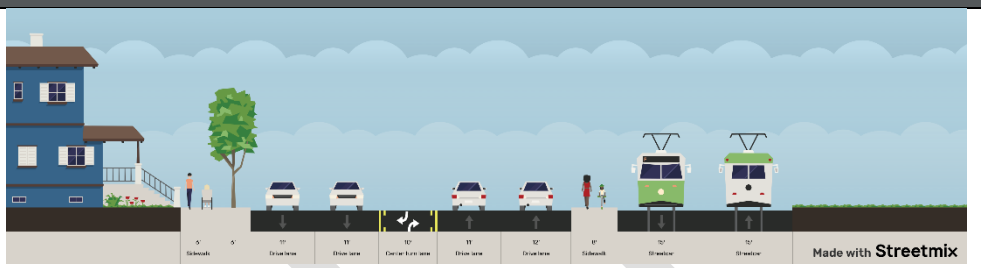
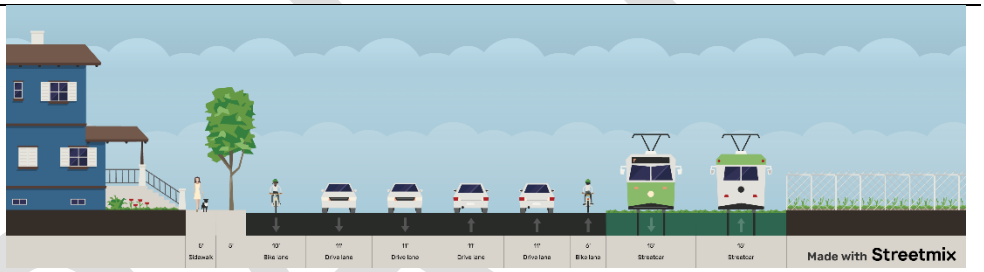
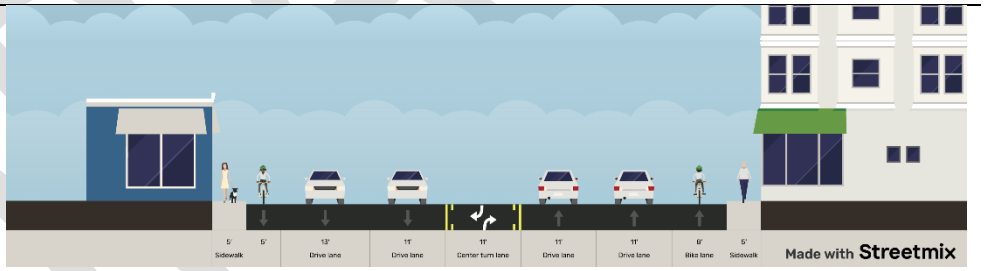
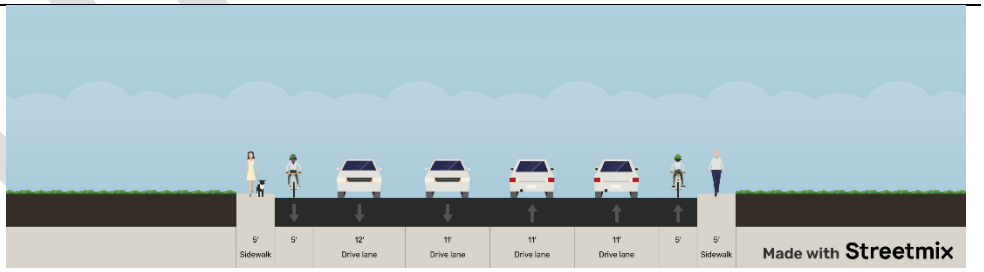
The following sections document the alternatives developed for each corridor.

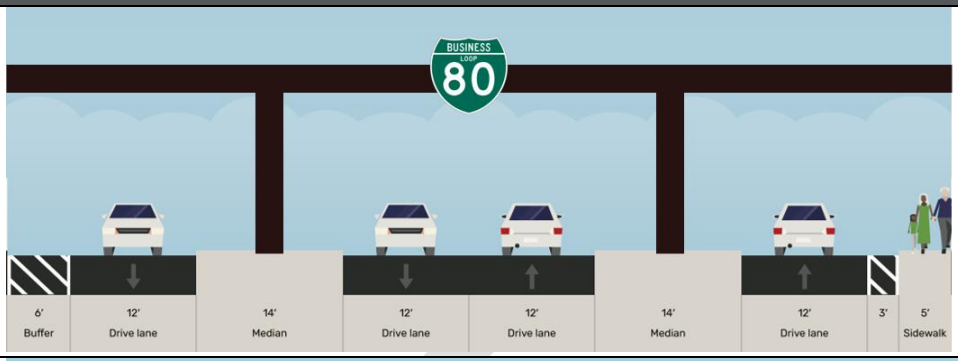
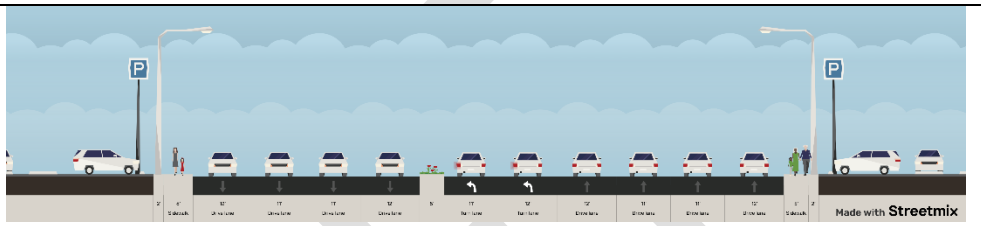
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ARDEN WAY ALTERNATIVES

Arden Way within the study area consists of six distinct cross sections, each with their own right of way and constraints (Table 1). Given the varying width of the existing roadway right of way, different potential cross sections were identified for different sections of roadway.

Table 1: Existing Cross Sections Along Arden Way

Extents	ROW Width (ft)	Existing Cross Section
Del Paso Blvd to Forrest St	75	
Forrest St to Oakmont St	70	
Oakmont St to Evergreen St	80	
Evergreen St to Harvard St (bridge over the railroad tracks)	65	

Extents	ROW Width (ft)	Existing Cross Section
Harvard St to Point West Way (under Business 80)	90	
Point West Way to Ethan Way	135	

ARDEN WAY ALTERNATIVE 1: LANE REDUCTION WITH TWO-WAY SEPARATED BIKEWAY

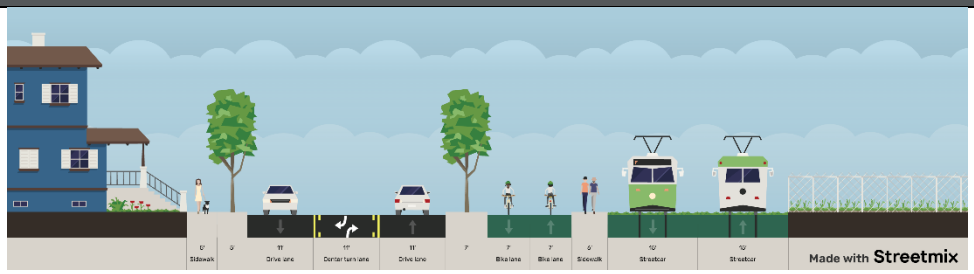
This alternative would implement a two-way separated bikeway and also provide additional sidewalks and landscaping along Arden Way. To accommodate these elements, one vehicle lane would be removed in each direction from Del Paso Boulevard to Ethan Way.

The two-way separated bikeway would be located on the south side of Arden Way along the entirety of the study corridor. The south side is preferred for the following reasons:

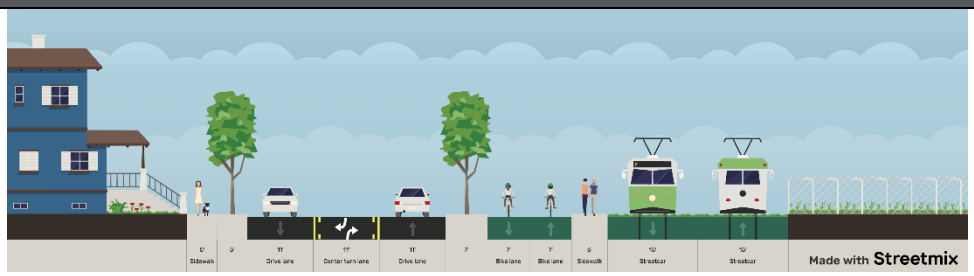
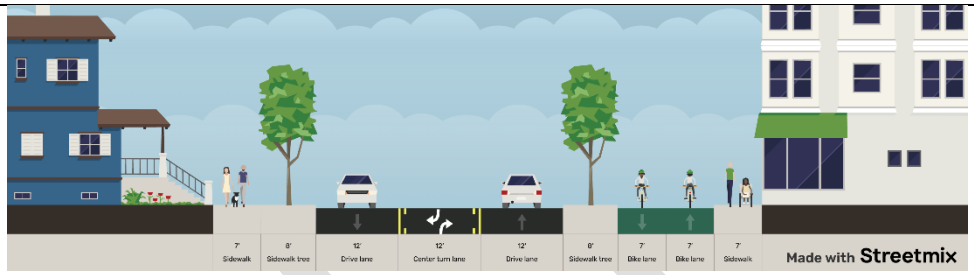
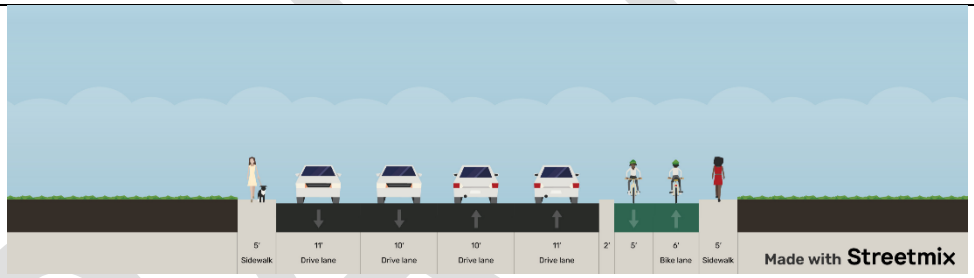
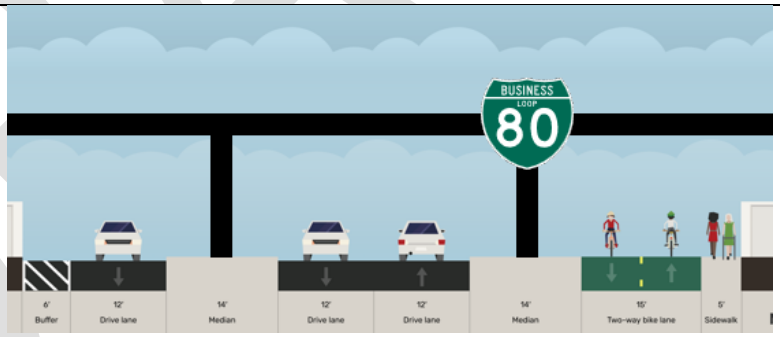
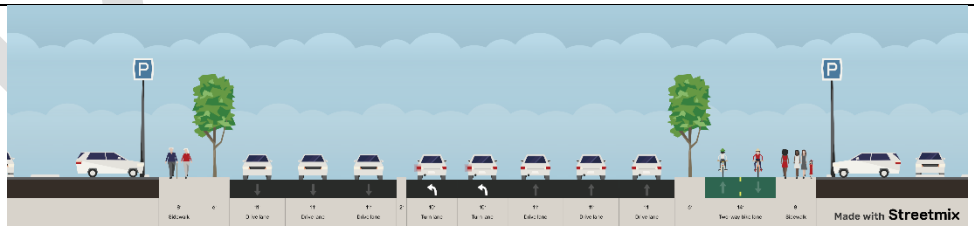
- Provides direct connections to the Del Paso and Royal Oaks light rail stations
- Avoids driveway and side street conflicts between Oxford Street and Royal Oaks Drive
- Avoids crossing the free-flowing freeway loop ramps on the north side of the street at the Business 80 interchange

Table 2 shows the layout of this alternative across the varying sections of Arden Way.

Table 2: Arden Way Alternative 1 – Lane Reduction with Two-Way Separated Bikeway

Extents	Alternative 1 Cross Sections
Del Paso Blvd to Forrest St	

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Extents	Alternative 1 Cross Sections
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

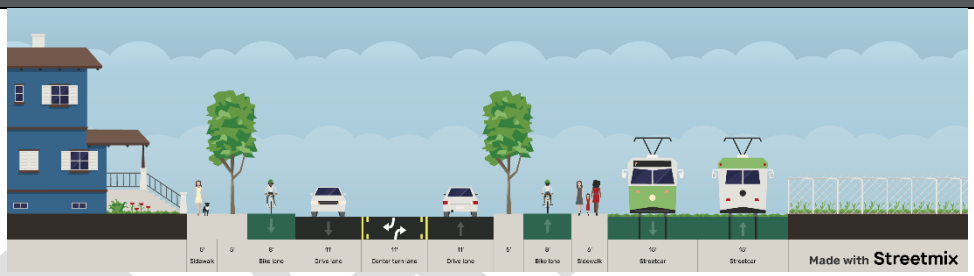
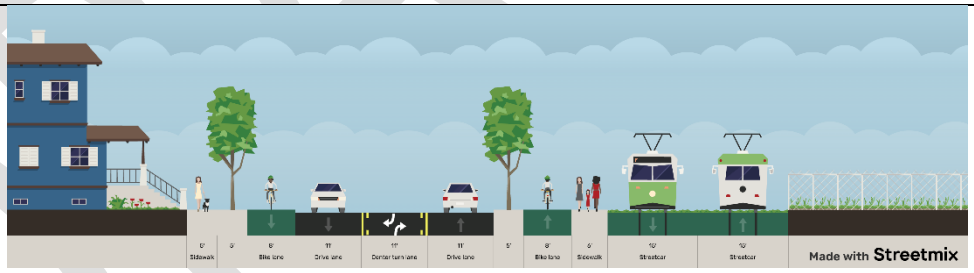
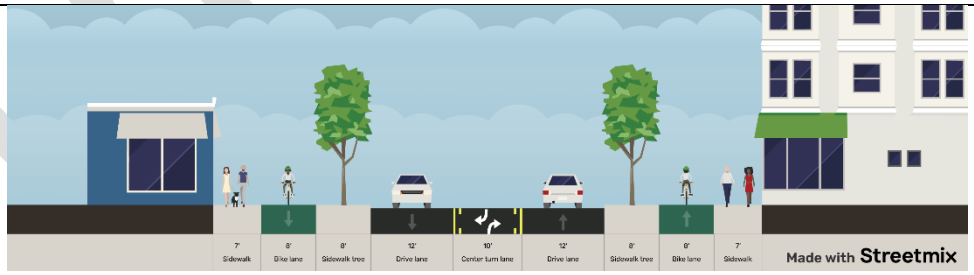
ARDEN WAY ALTERNATIVE 2: LANE REDUCTION WITH ONE-WAY SEPARATED BIKEWAYS

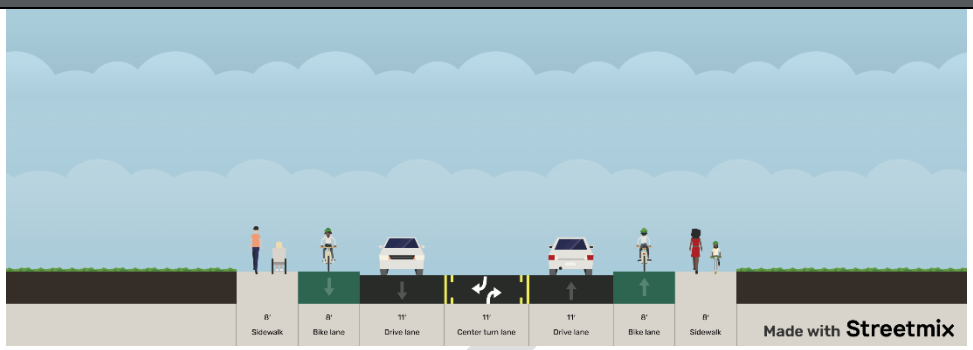
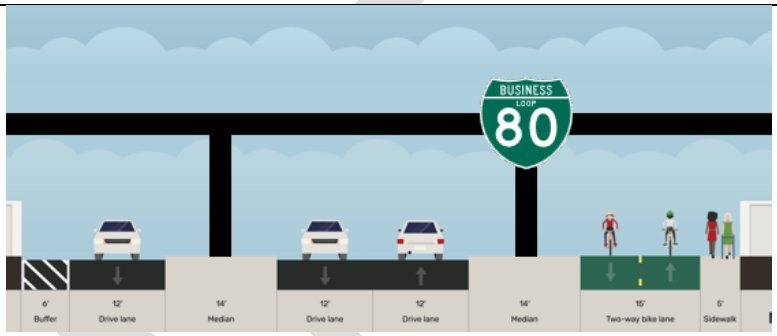
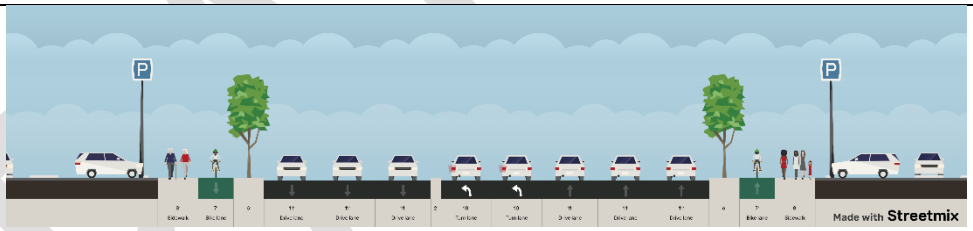
This alternative would implement one-way separated bikeways in both directions along Arden Way as well as provide additional sidewalks and landscaping. To accommodate these elements, one vehicle lane would be removed in each direction from Del Paso Boulevard to Ethan Way.

Due to the existing freeway ramp configuration at the Business 80 interchange, this alternative would transition the bikeway from one-way separated bikeways on each side of the street to a two-way separated bikeway through the interchange. This two-way separated bikeway would be located on the south side of Arden Way to avoid the freeway loop ramps. Transitions between the bikeway facility types would occur on either side of the interchange, likely at Harvard Street and Point West Way.

Table 3 shows the layout of this alternative across the varying sections of Arden Way.

Table 3: Arden Way Alternative 2 – Lane Reduction with One-Way Separated Bikeways

Extents	Alternative 2 Cross Sections
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	

Extents	Alternative 2 Cross Sections
Evergreen St to Harvard St (bridge over the railroad tracks)	
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

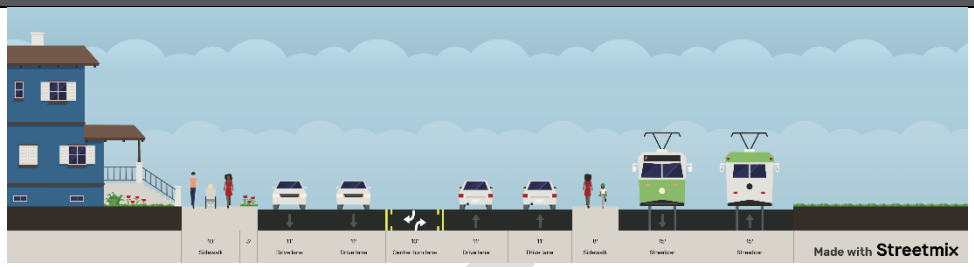
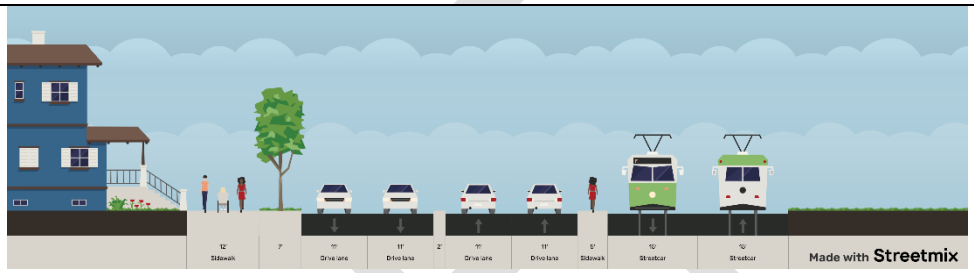
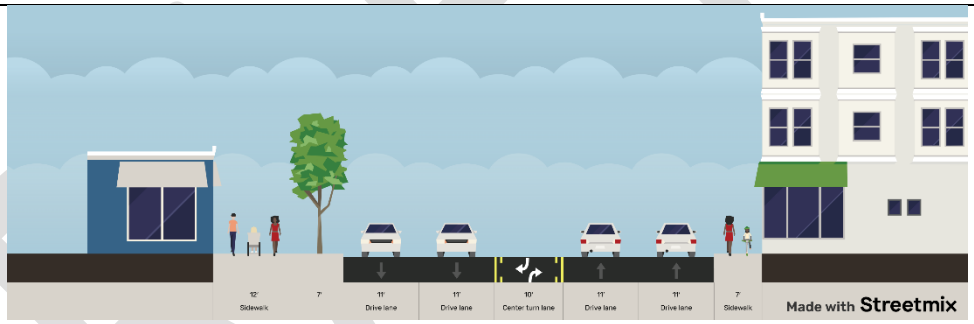
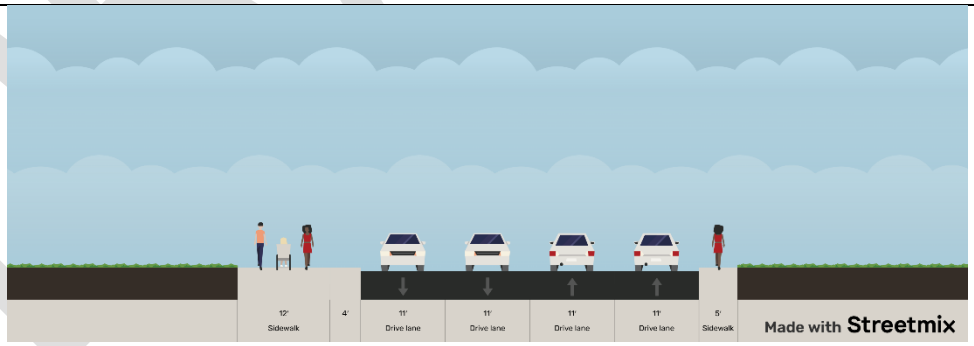
ARDEN WAY ALTERNATIVE 3: MAINTAIN EXISTING VEHICLE LANES AND IMPLEMENT SHARED USE PATHS

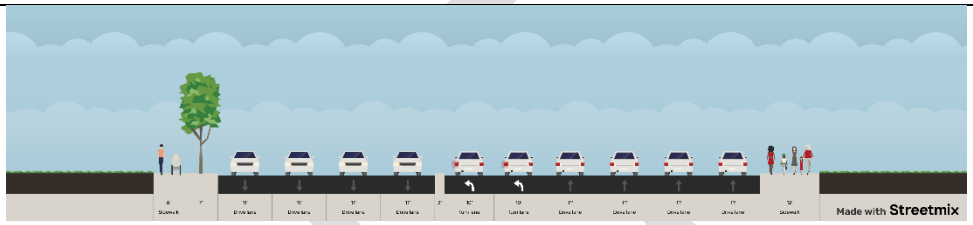
This alternative would maintain all existing vehicle lanes and provide a shared use path for non-motorized users on the north side of the street. Between Forrest Street and Oakmont Street, there would be insufficient space to provide a two-way left turn lane; therefore, a raised center median would be added to the roadway to block left-turns into and out of driveways and side streets. This would both minimize left-turning conflicts with the shared use path and would prevent eastbound vehicles on Arden Way from stopping in the travel lane to make a left-turn.

Additionally, due to the existing interchange configuration at Business 80 there is not enough space to accommodate a shared use path through the interchange without reconstructing the interchange. Therefore, non-motorized users would be directed to use the existing sidewalk on the south side of the street through the interchange.

Table 4 shows the layout of this alternative across the varying sections of Arden Way.

Table 4: Arden Way Alternative 3 – Maintain Existing Vehicle Lanes and Implement Shared Use Paths

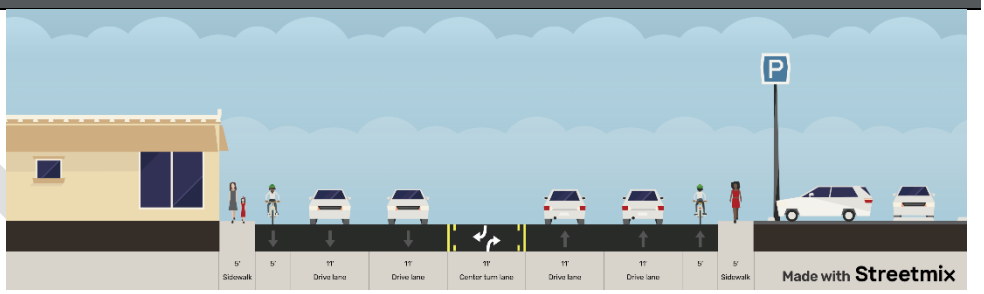
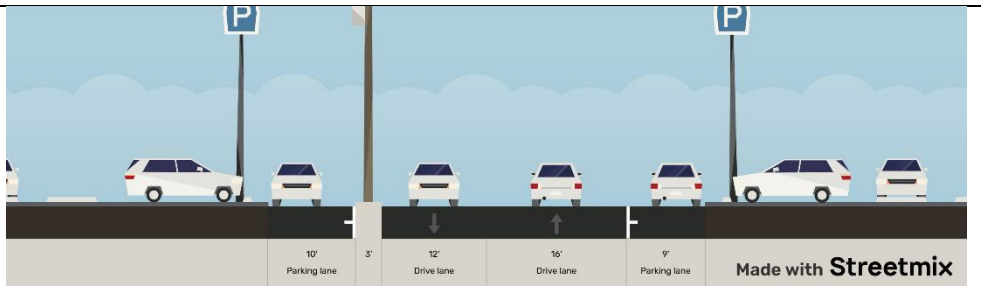
Extents	Alternative 3 Cross Sections
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	

Extents	Alternative 3 Cross Sections
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

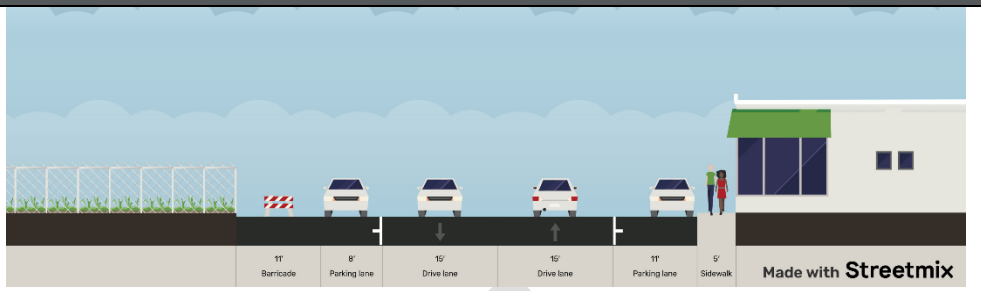
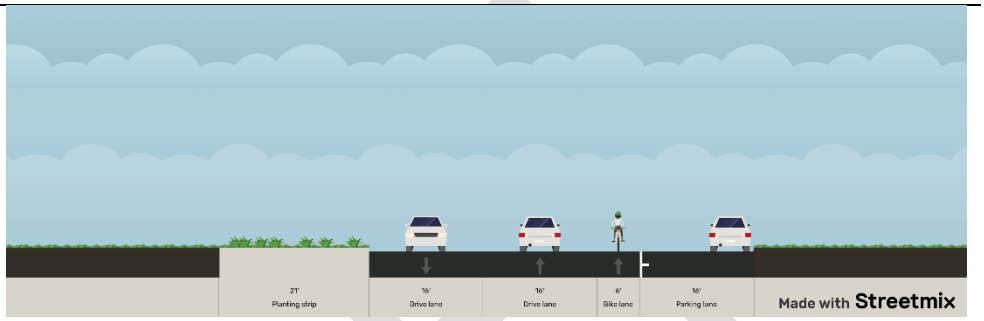
HARVARD STREET/AUBURN BOULEVARD ALTERNATIVES

Harvard Street/Auburn Boulevard within the study area consists of four distinct cross sections, each with their own right of way and constraints (Table 5). Given the varying width of the existing roadway right of way, different potential cross sections were identified for different sections of roadway.

Table 5: Existing Cross Sections Along Harvard Street/Auburn Boulevard

Extents	ROW Width (ft)	Existing Cross Section
Arden Way to Silica Ave	75	
Silica Ave to Manning St	50	

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Extents	ROW Width (ft)	Existing Cross Section
Manning St to Frienza Ave	65	
Frienza Ave to Marconi Cir	75	

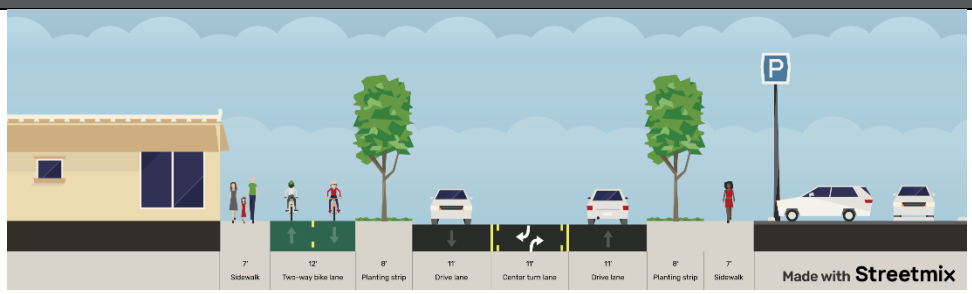
HARVARD STREET/AUBURN BOULEVARD ALTERNATIVE 1 – TWO-WAY SEPARATED BIKEWAY

This alternative would implement a two-way separated bikeway, continuous sidewalks, and increased landscaping throughout the corridor. This alternative would also make the entire corridor one travel lane in each direction and implement a center two-way left turn lane, where space allows, to better accommodate turning traffic.

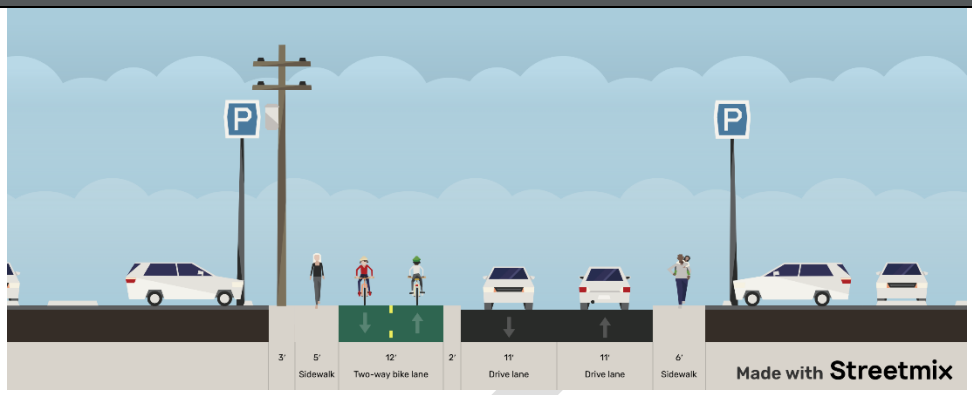
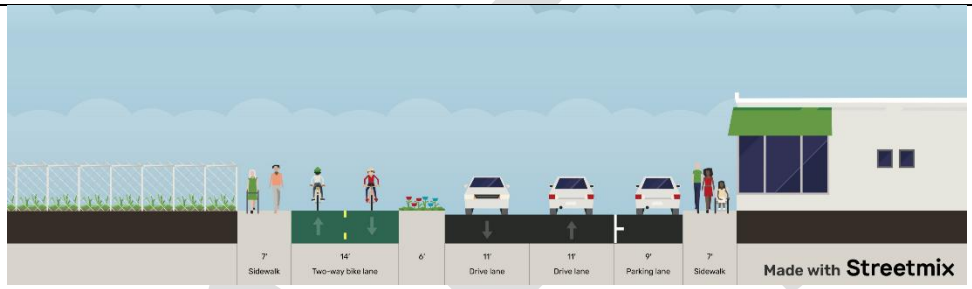
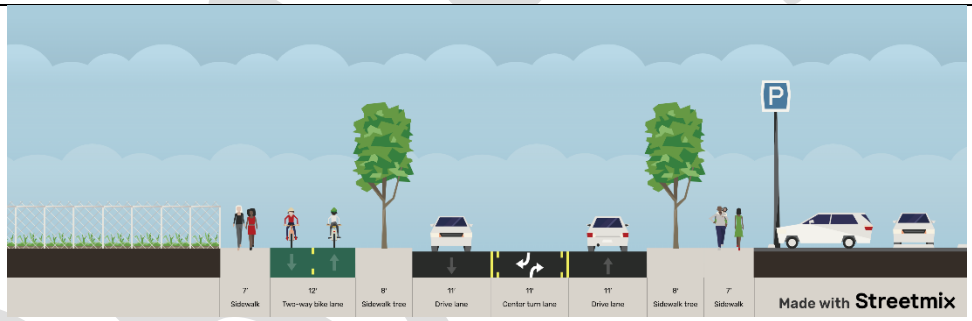
Note that in this alternative the two-way separated bikeway would be located along the west side of the street. This would align the two-way separated bikeway adjacent to the railroad tracks thus minimizing bicycle-vehicle conflicts at side streets and driveways.

Table 6 shows the layout of this alternative across the varying sections of Harvard Street/Auburn Boulevard.

Table 6: Harvard Street/Auburn Boulevard Alternative 1 – Two-Way Separated Bikeways

Extents	Alternative 1 Cross Sections
Arden Way to Silica Ave	

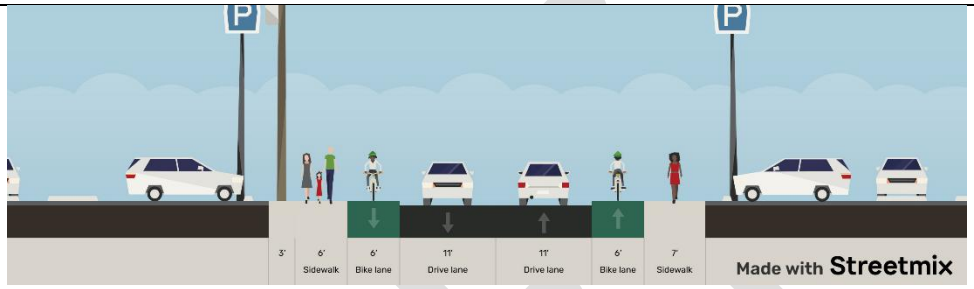
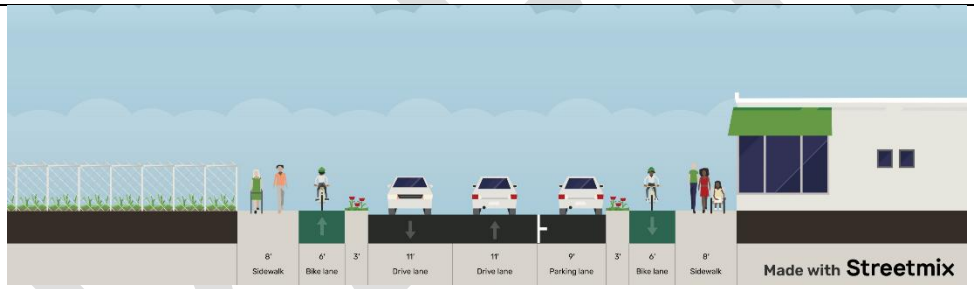
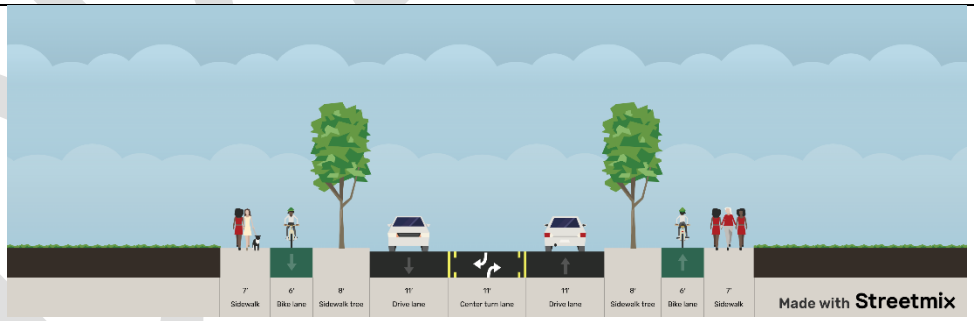
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Extents	Alternative 1 Cross Sections
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

HARVARD STREET/AUBURN BOULEVARD ALTERNATIVE 2 – ONE-WAY SEPARATED BIKEWAYS

This alternative would implement one-way separated bikeways on each side of the street, continuous sidewalks, and increased landscaping throughout the corridor. This alternative would also make the entire corridor one travel lane in each direction and implement a center two-way left turn lane where space allows to better accommodate turning traffic. Table 7 shows the layout of this alternative across the varying sections of Harvard Street/Auburn Boulevard.

Table 7: Harvard Street/Auburn Boulevard Alternative 2 – One-Way Separated Bikeways

Extents	Alternative 2 Cross Sections
Arden Way to Silica Ave	
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

STAGE 2: EVALUATION OF ALTERNATIVES

Following the identification of alternatives in Stage 1, the project team and stakeholders next explored the potential benefits and tradeoffs of each alternative with the goal of identifying a recommended cross section for each roadway. The following sections describe this process for both Arden Way and Harvard Street/Auburn Boulevard.

ARDEN WAY ALTERNATIVES EVALUATION

While each Arden Way alternative offered differing benefits and trade-offs, project staff and stakeholders identified the vehicular traffic lane configuration as the key differentiator between the alternatives. Therefore, the focus of the alternative analysis was to assess the following four areas of concern related to potential changes in vehicle travel patterns:

1. Would removing vehicle travel lanes result in vehicle queues and congestion along Arden Way spilling over to other adjacent/nearby intersections and roadways?
2. In areas where a vehicular lane reduction would result in only one vehicle lane in each direction, it was assumed buses would pull out of traffic to service bus stops. In these scenarios, would the resulting congestion on Arden Way make it difficult for buses to merge back into traffic thus increasing bus delays?
3. Would the removal of vehicle lanes increase congestion to a point where drivers would divert onto neighborhood streets to avoid congestion?
4. Would the removal of travel lanes around the Business 80 interchange result in vehicle queues extending up the freeway off-ramp and onto the mainline freeway?

To assess these concerns, traffic analysis was completed using Synchro traffic analysis software. This analysis was based on turning movement count data collected in 2025 and examined both the morning (AM) peak hour and evening (PM) peak hour. A total of three traffic scenarios were evaluated including:

- Existing Conditions – This scenario examined how Arden Way operates today and provided a baseline for considering alternative conditions.
- Full Corridor Lane Reduction (Del Paso to Expo) – Removal of one travel lane in each direction from Del Paso Boulevard to Ethan Way
- Partial Corridor Lane Reduction (Del Paso to B80) – Removal of one travel lane in each direction from Point West Way (just east of the Business 80 interchange) to Ethan Way

Figure 2 and Figure 3 show the vehicle level of service (LOS) results from the traffic analysis. LOS is a letter grade scale assigned to an intersection based on the average vehicle delay experienced at that

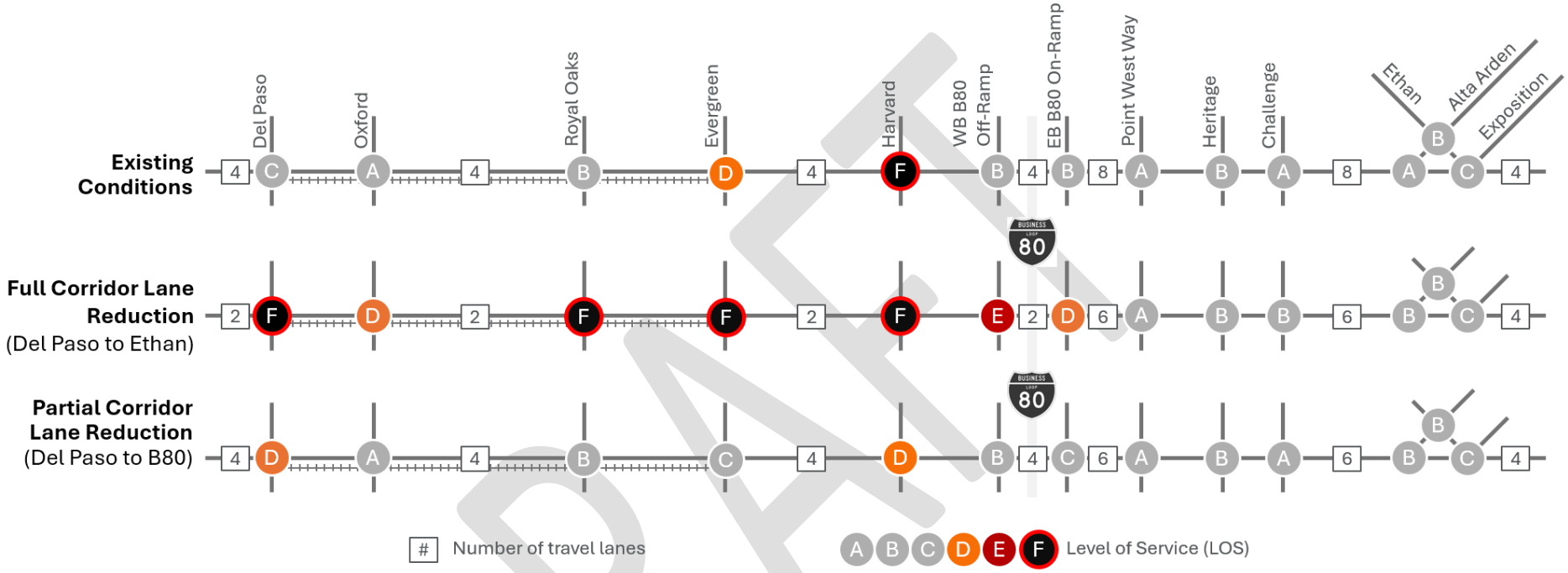
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intersection and is based on the methodology outlined in the Highway Capacity Manual (National Academies of Sciences, Engineering, and Medicine. 2022). LOS A reflects intersections with the least amount of vehicle delay, and LOS F reflects intersections with the most vehicle delay.

The results show that removing a travel lane across the entire corridor (from Del Paso Boulevard to Ethan Way) is likely to result in many intersections along Arden Way operating at LOS F in both the morning and evening peak periods, particularly west of Point West Way where the full-corridor lane reduction would result in one vehicle travel lane in each direction. Having consecutive intersections operating at LOS F indicates that vehicle queues are likely to spill back from one intersection to another, increasing the likelihood of drivers diverting onto adjacent neighborhood streets and making it difficult for buses to merge back into traffic. This condition was not observed in the Partial Corridor Lane Reduction scenario.

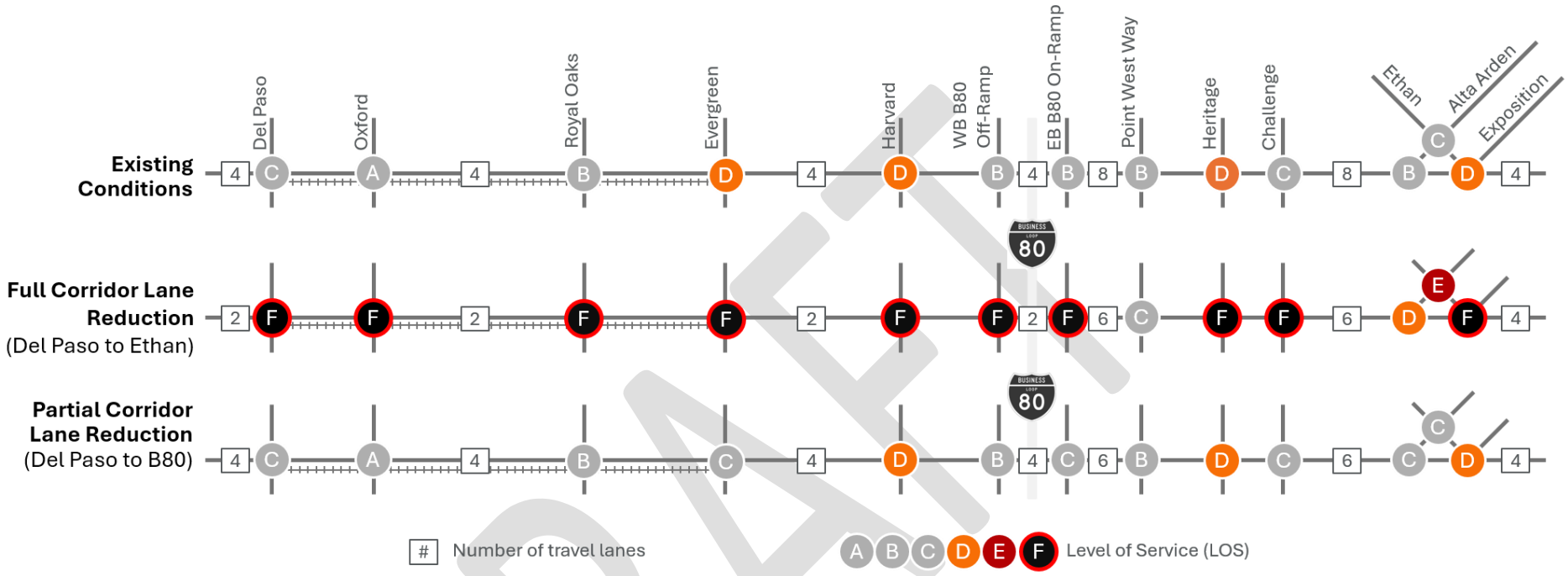
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Figure 2: 2025 AM Peak Hour Vehicle Level of Service



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Figure 3: 2025 PM Peak Hour Vehicle Level of Service



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In addition to general congestion across the corridor, particular attention to vehicle queueing was paid at the intersections with freeway off-ramps. This is because if the queues at the off-ramps get too long, they can spill back onto the mainline freeway. This can result in traffic being stopped (queued) in one lane of the freeway with high-speed vehicles approaching from behind and passing to the left. This increases the risk of severe collisions between stopped vehicles and high-speed vehicles.

The traffic analysis results show that the Full Corridor Lane Reduction scenario is likely to result in off-ramp queues spilling back onto Business 80, particularly on westbound Business 80. Similar queue spillback was not observed in the Partial Corridor Lane Reduction scenario.

Based on these results, it was determined that the Partial Corridor Lane Reduction scenario best balanced vehicle operational needs while still providing opportunity to reallocate roadway space for other transportation modes.

ARDEN WAY RECOMMENDED ALTERNATIVE

Based on the traffic analysis results, the recommended cross section for Arden Way is a combination of Alternative 3 and a modified Alternative 1.

On the west side of the study corridor (from Del Paso Boulevard to Business 80), the Alternative 3 cross section is recommended. This alternative retains the existing vehicular travel lanes, adds a new sidewalk to the south side of the street, and implements a shared use path on the north side of the street. Given the right-of-way constraints, the shared-use path offers people biking or rolling greater separation from vehicle traffic as compared to the existing Class II bikeway. Additionally, a raised median is proposed between Forrest Street and Oakmont Street to prevent left turns. Removing these left turns prevents left turning vehicles from blocking through traffic and minimizes vehicle turning conflicts with the shared use path.

Due to the existing bridge configuration of Business 80 over Arden Way paired with the decision to maintain existing travel lanes, there are limited opportunities for near- or mid-term multimodal improvements through the interchange. Therefore, this plan does not identify specific recommendations for cross-section changes to Arden Way under Business 80. The City will continue to engage with Caltrans to evaluate improvements to this interchange, up to and including eventual reconstruction and reconfiguration of the interchange. If/when the interchange is reconstructed, the City will prioritize multimodal safety and mobility through the interchange including by providing continuous bicycle and pedestrian routes on both sides of Arden Way.

East of Business 80, it is recommended to remove one vehicle travel lane in each direction and repurpose this space to provide shared-use paths and landscaped buffers on both sides of the street, similar to the recommendations of Alternative 1. Note that, unlike Alternative 1, the recommended cross section would include shared use paths on both sides of the street rather than a two-way separated bikeway on one side. This modified recommendation was made for several reasons, including:

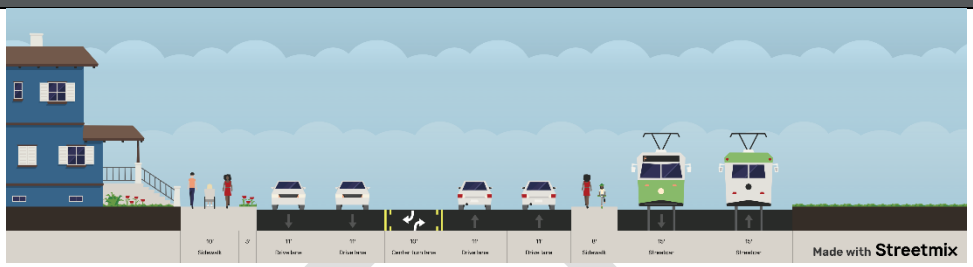
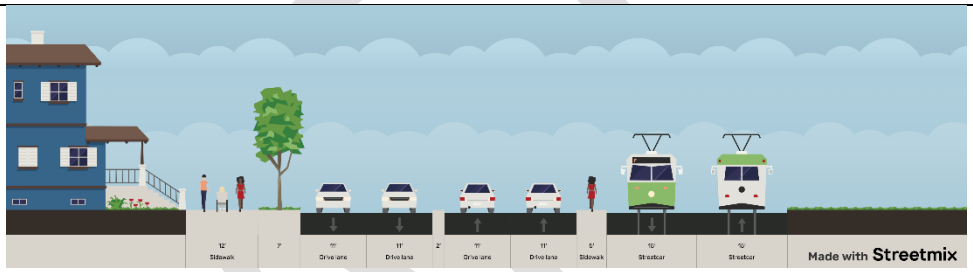
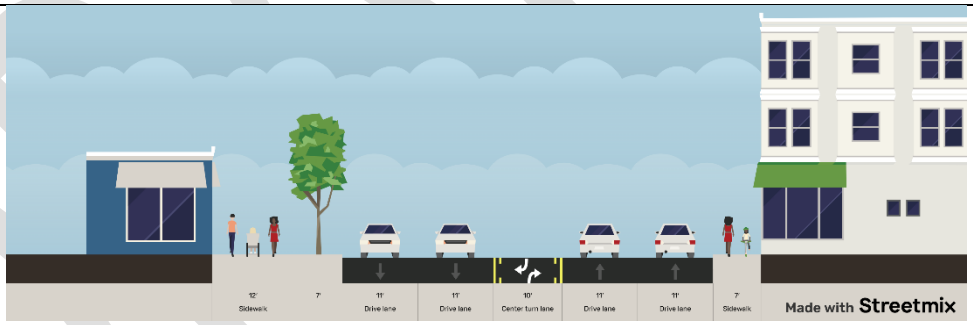
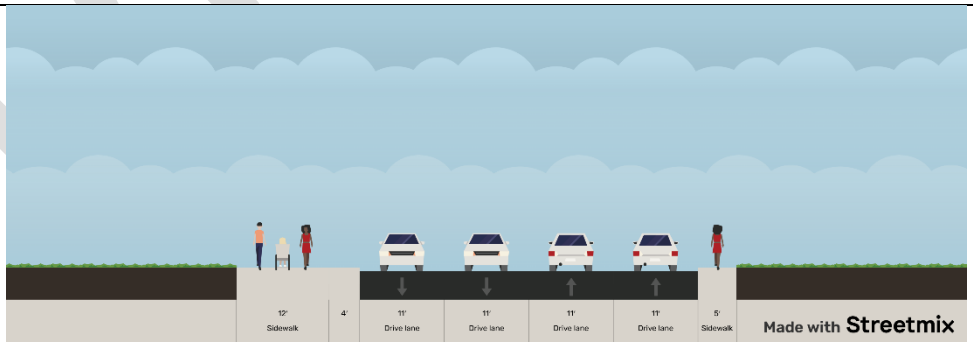
- The western portion of the corridor (west of Business 80) is recommended to have shared use paths. Providing shared use paths on the east side of Business 80 provides a more consistent user experience across the corridor.

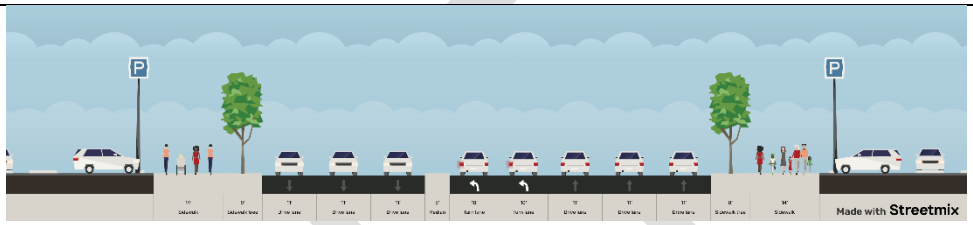
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- Providing shared use paths on both sides of the street better serves adjacent land uses and allows bicyclists to more easily reach crossings along Arden Way without needing to travel out of direction.

Table 8 shows the recommended cross sections for the varying sections of Arden Way.

Table 8: Recommended Cross Section for Arden Way

Extents	Recommended Cross Section
Del Paso Blvd to Forrest St	
Forrest St to Oakmont St	
Oakmont St to Evergreen St	
Evergreen St to Harvard St (bridge over the railroad tracks)	

Extents	Recommended Cross Section
Harvard St to Point West Way (under Business 80)	
Point West Way to Ethan Way	

HARVARD STREET / AUBURN BOULEVARD ALTERNATIVE EVALUATION

Both Harvard Street/Auburn Boulevard alternatives offer similar pedestrian facilities, number of vehicular travel lanes, and landscaping opportunities. The primary differentiator between the alternatives was the bikeway facility type. To determine the most appropriate bikeway facility type for the corridor, two factors were considered: (1) the potential conflict points with side streets and driveways, and (2) the anticipated bikeway user desire lines.

The number of conflict points between people on bikes and vehicles is a key metric linked to the project goals of safety, multimodal mobility, and comfort and accessibility. Frequent driveways and side streets reduce the comfort of the bikeway and increase the potential for a crash. Therefore, the number of conflict points between a potential bikeway and driveways and side streets was calculated and compared for both alternatives. The results of this analysis show that there are substantially fewer bicycle-vehicle conflict points with a two-way separated bikeway on the west side of the street as compared to a one-way separated bikeway on both sides of the street (Table 9).

Table 9: Bikeway-Vehicle Conflict Points

Differentiator	West Side	East Side	Total
Number of Conflict Points: One-Way Bikeway	• 7 driveways • 2 side street crossings	• 31 driveways • 9 side street crossings	49

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Differentiator	West Side	East Side	Total
Number of Conflict Points: Two-Way Bikeway	• 7 driveways • 2 side street crossings	N/A	9

In addition to conflict points, the two alternatives were also evaluated considering the potential bikeway users' desire lines. Based on a review of adjacent land uses, most development along Harvard Street/Auburn Boulevard is light industrial or office space. The most likely bicycle trips to these types of land uses are employees commuting to work. These types of users may be more likely to accept the inconvenience created by a two-way separated bikeway (i.e. having the bikeway across the street from their destination rather than running directly in front of it) as they are making only a few trips a day as compared to a retail customers arriving and departing throughout the day.

Beyond the bicycle trips heading to and from destinations along Harvard Street/Auburn Boulevard, the bikeway along Harvard Street/Auburn Boulevard would also provide a key regional bike route helping to connect the American River Trail to a planned Class I shared use path along Roseville Road (2025 Streets for People Active Transportation Plan). A two-way separated bikeway along Harvard Street/Auburn Boulevard would provide a similar facility to the planned Class I shared use path to the north and would thus provide a more consistent facility type throughout the regional bikeway network.

Based on these considerations, the two-way separated bikeway facility is recommended as the preferred cross section for Harvard Street/Auburn Boulevard.

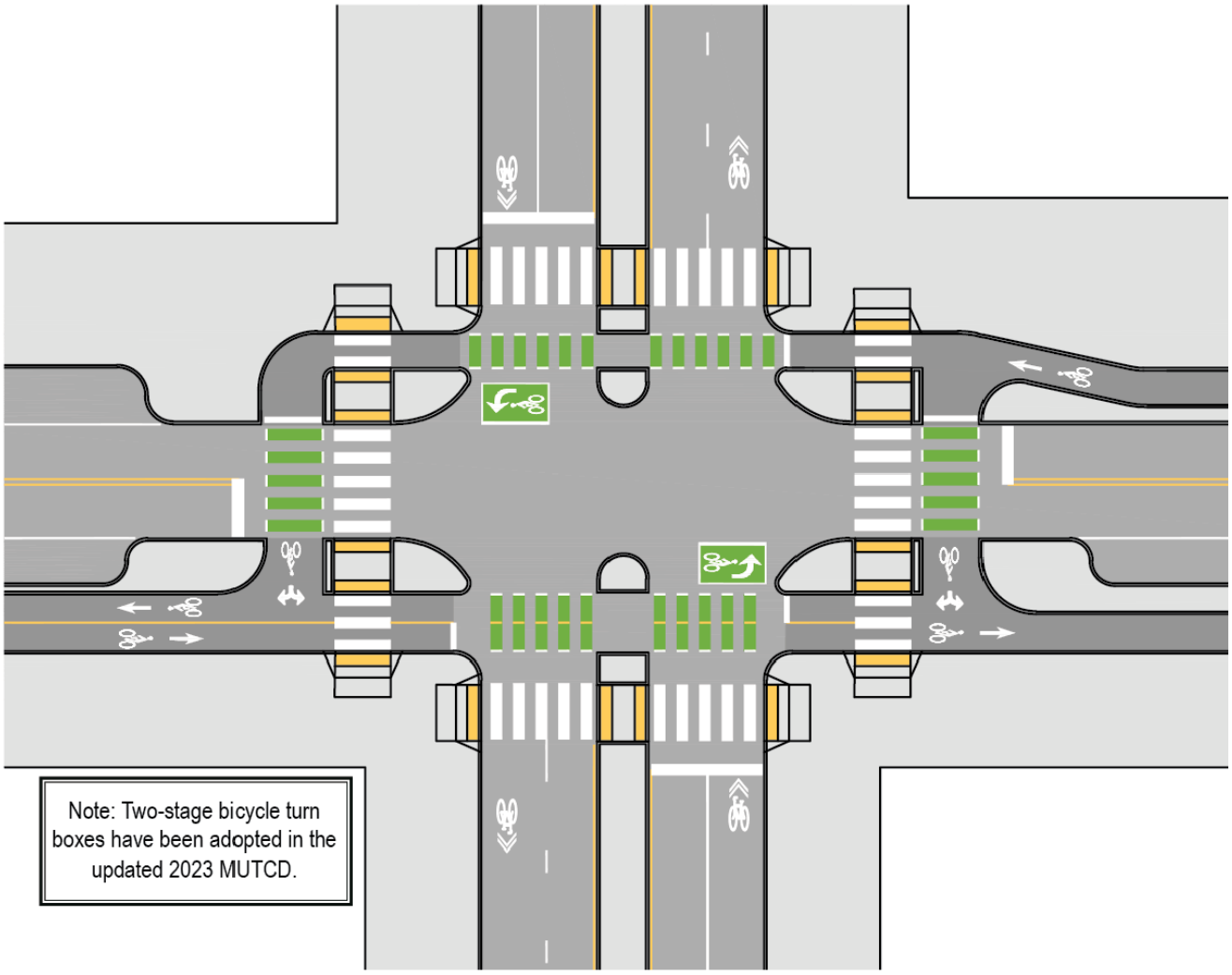
HARVARD STREET/AUBURN BOULEVARD RECOMMENDED ALTERNATIVE

Based on the recommended bikeway configuration, the recommended cross section for Harvard Street/Auburn Boulevard generally aligns with Alternative 1 and includes sidewalks on both sides of the street, a two-way separated bikeway on the west side, landscaping, two vehicular travel lanes, and a center two-way left-turn lane. However, this cross section does vary across the corridor based on (1) the need to transition between the existing Class II bike lanes on Blumenfeld Drive south of Arden Way, and (2) the changing available right of way along Harvard Street/Auburn Boulevard.

To transition bicyclists from the Class II bike lanes on Blumenfeld Drive to the proposed two-way separated bikeway along Harvard Street/Auburn Boulevard, the recommended alternative would provide one-way separated bikeways on each side of the street between Arden Way (connecting directly into the existing Class II bike lanes on Blumenfeld Drive) and Silica Avenue. At the Silica Avenue intersection, the one-way separated bikeway would transition into the two-way separated bikeway on the west side of the street. An example of how this transition could be implemented is shown in Figure 4. The two-way separated bikeway would then continue north to the project limits at Marconi Cricle where it will eventually connect into the planned Class I shared use path along Roseville Road.

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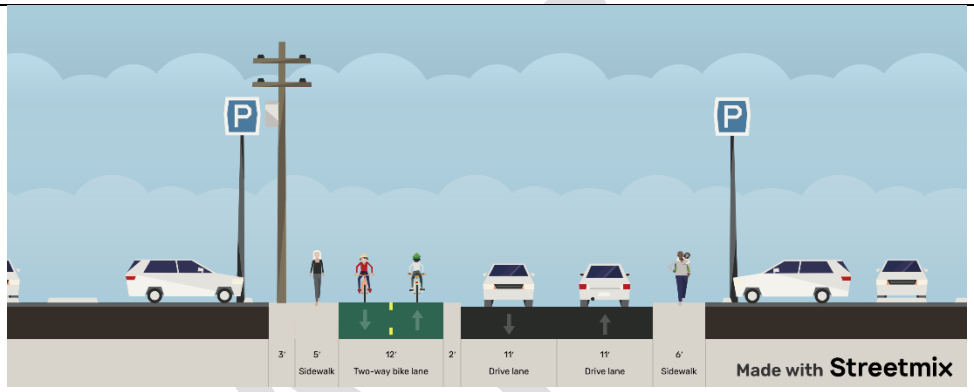
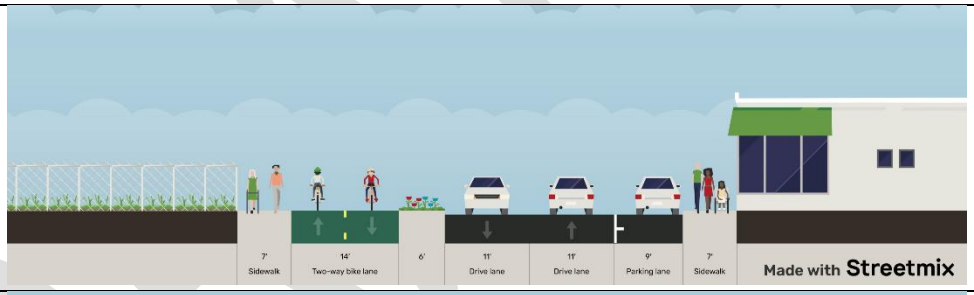
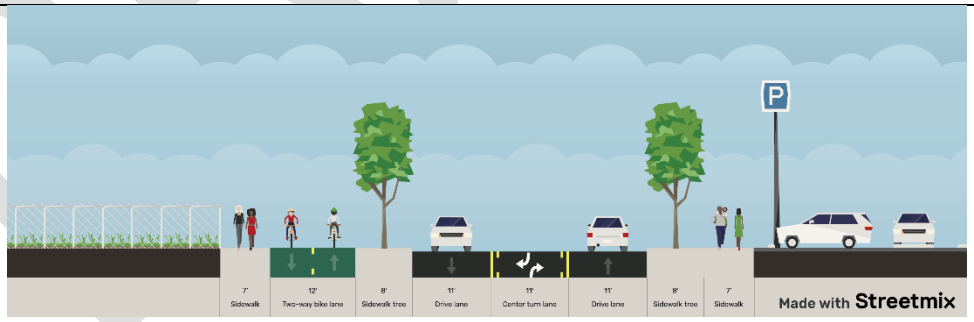
Figure 4: Example of a One-Way Bikeway to Two-Way Bikeway Transition at an Intersection



(Source: Figure 7-35, AASHTO, 2024)

To respond to the changing right of way along the corridor, the provision of landscaping space and the width of sidewalks and bikeways would change in selected segments. Table 10 shows the recommended cross sections for Harvard Street/Auburn Boulevard.

Table 10: Recommended Cross Section for Harvard Street/Auburn Boulevard

Extents	Recommended Cross Sections
Arden Way to Silica Ave	
Silica Ave to Manning St	
Manning St to Frienza Ave	
Frienza Ave to Marconi Cir	

STAGE 3: SAFETY COUNTERMEASURES & SPOT TREATMENTS

Following the identification of the recommended cross sections, each corridor was reviewed to identify additional location-specific spot treatment recommendations that could be paired with the recommended cross sections to address either historical crash patterns/safety concerns and/or apply best practices in accordance with the Safe Systems Approach to safety. Common spot treatment recommendations applicable across the corridors are described in Table 11. Details about location-specific crash patterns are available in the *Arden Way-Auburn Boulevard Mobility Plan Existing Conditions Report* (2026).

Table 11: Spot Treatments Considered

High Visibility Crosswalk

Ladder-style pavement markings that are visible to drivers from far away.

- Makes crossings easier to see
- Encourages drivers to yield to people walking
- Low-cost upgrade that pairs well with other crossing treatments



Curb Extension

Widened corners that extend the sidewalk into the street at intersections.

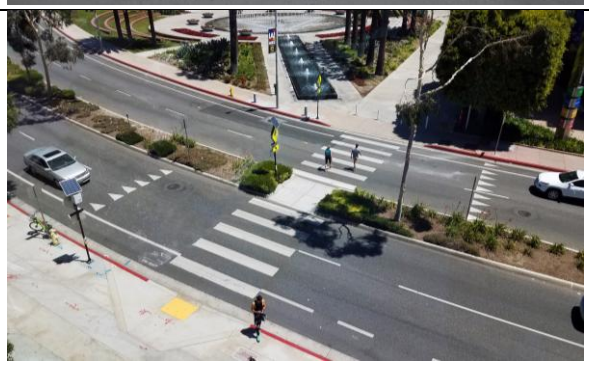
- Shortens crossing distances for people walking
- Improves visibility between pedestrians and drivers
- Tightens corners to slow turning vehicles



Median Refuge Island

Raised concrete island in the middle of the street at a crossing.

- Allows people to cross one direction of traffic at a time
- Provides a protected place to wait mid-crossing
- Narrows travel lanes, which helps slow traffic



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Raised Crossing

Crosswalk raised to sidewalk level, similar to a flat-topped speed table.

- Slows vehicles where people cross the street
- Makes people crossing more visible to drivers
- Keeps a level path for wheelchairs, strollers, and walkers



Leading Pedestrian Interval (LPI)

Signal timing that gives people crossing a head start of a few seconds before vehicles get a green light.

- Allows pedestrians into the crosswalk before cars start turning
- Makes people crossing more visible
- Low-cost change using existing signal equipment



Rectangular Rapid Flashing Beacon (RRFB)

Push-button-activated flashing lights mounted under pedestrian crossing signs.

- Stays dark until activated, then flashes rapidly to alert drivers
- Used at crossings without a traffic signal or stop sign
- Increases the share of drivers who yield to people crossing



Accessible Curb Ramps

Ramps at corners and crosswalks that connect the sidewalk to the street, with detectable warning areas at the bottom.

- Provides a smooth path for people using wheelchairs, walkers, and strollers
- Alerts people with low vision to the edge of the street



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Bus Stop Amenities
Shelters, seating, lighting, trash cans at bus stops.

- Provides shade and weather protection while waiting for the bus
- Connects accessible boarding areas to sidewalks and crossings
- Makes riding transit more comfortable and convenient



In addition to these common treatments, several other location-specific recommendations have been identified to address specific safety needs, including:

Arden Way:

- Add dynamic train envelope pavement markings to the Del Paso Boulevard intersection to better identify the required clearance for light rail vehicles. Additionally, add train blank out signs to warn drivers of approaching trains. These improvements will reduce the likelihood of vehicle-train collisions.
- Add a mid-block crossing across Arden Way at the Del Paso Station and improve the mid-block crossing at the Royal Oaks Station. These will improve pedestrian and bicyclist access to the transit stations.
- Add signal-controlled pedestrian crossings at the eastbound on-ramp to Business 80 and eastbound off-ramp from Business 80. These will improve the safety and comfort for people trying to cross the high-speed ramps.

Harvard Street/Auburn Boulevard

- Reduce the posted speed limit along Auburn Boulevard from Frienza Avenue to Marconi Circle from 40 mph to 30 mph. This would make the posted speed limit across the corridor consistent and would reduce the potential for a fatal or serious injury crash. Note that this new speed limit would be supported through the roadway reconfiguration and introduction of additional traffic calming features such as narrower travel lanes, curb extensions, and raised crossings.
- Reconfigure the Frienza Avenue/Van Ness Street intersection into a roundabout. This configuration would help calm traffic and reduce the likelihood of a broadside crash at this skewed intersection.

Figure 5 and Figure 6 show the recommended spot treatments for Arden Way and Figure 7 shows the recommended treatments for Harvard Street/Auburn Boulevard.

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Figure 5: Spot Treatment Recommendations Along Arden Way (Del Paso Blvd to Harvard St)

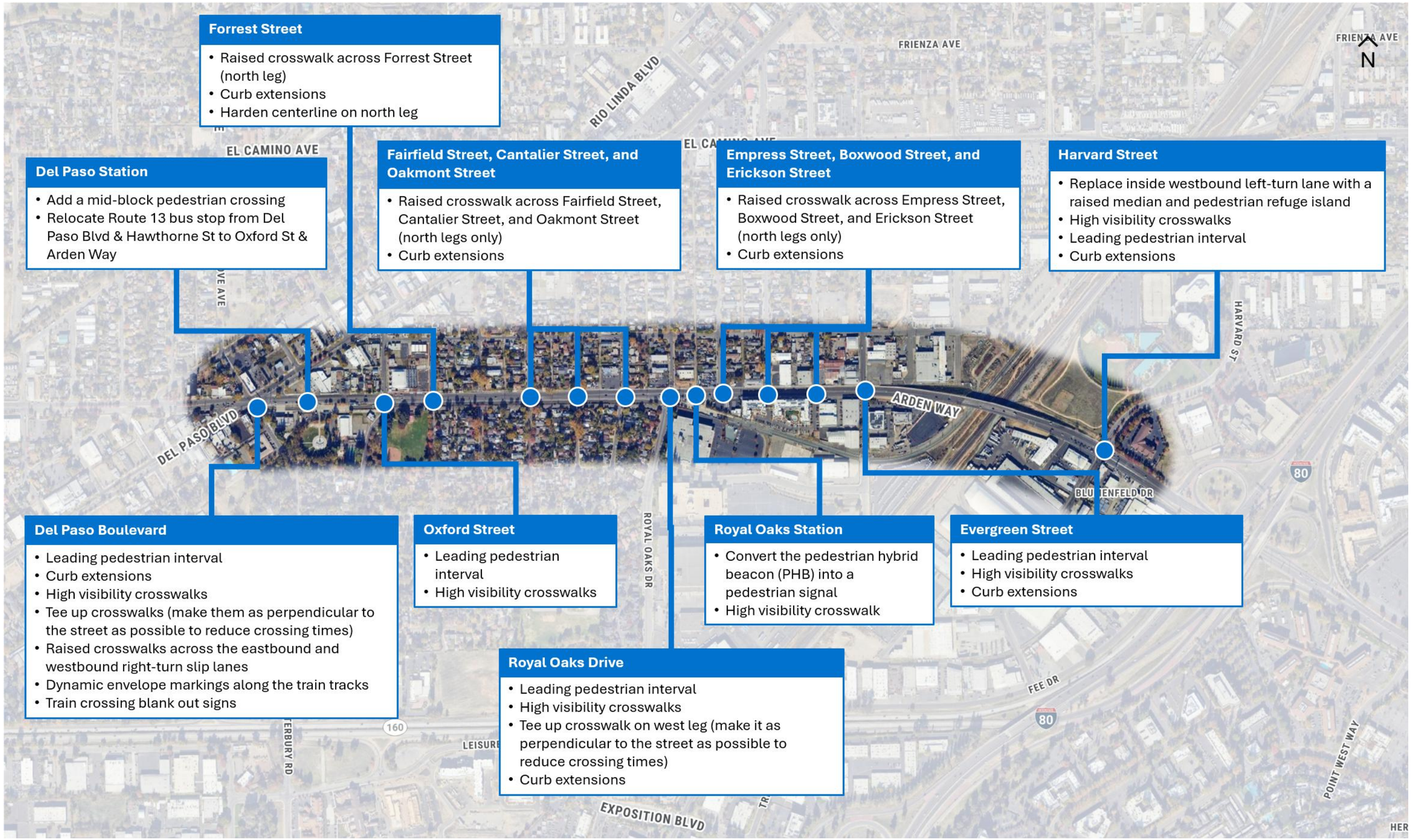


Figure 6: Spot Treatment Recommendations Along Arden Way (Harvard St to Ethan Way)



Figure 7: Spot Treatment Recommendations Along Harvard Street/Auburn Boulevard



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Appendix D

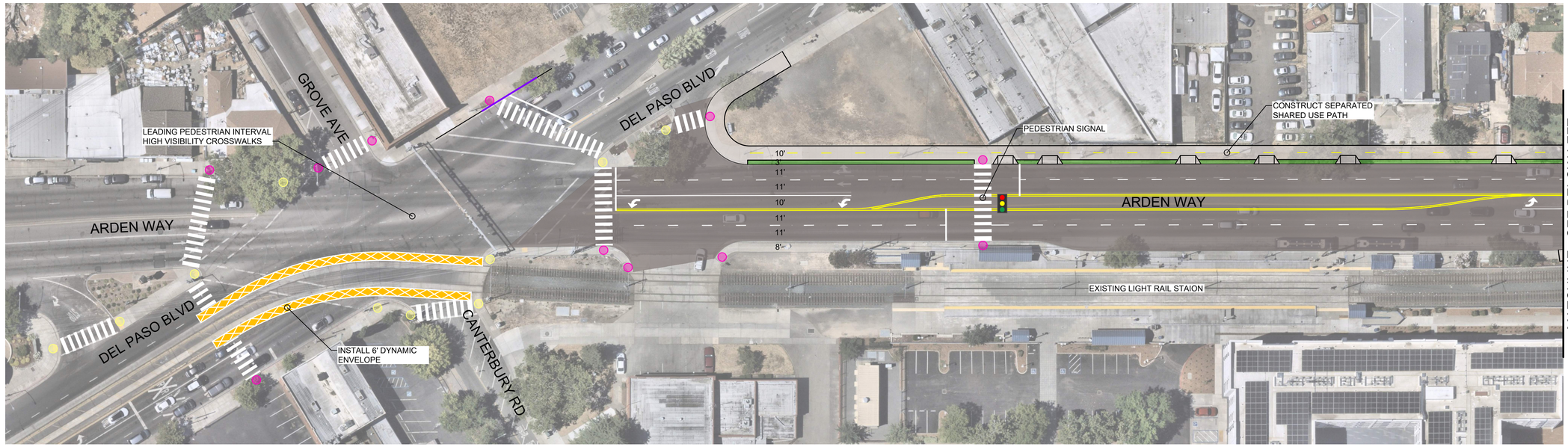
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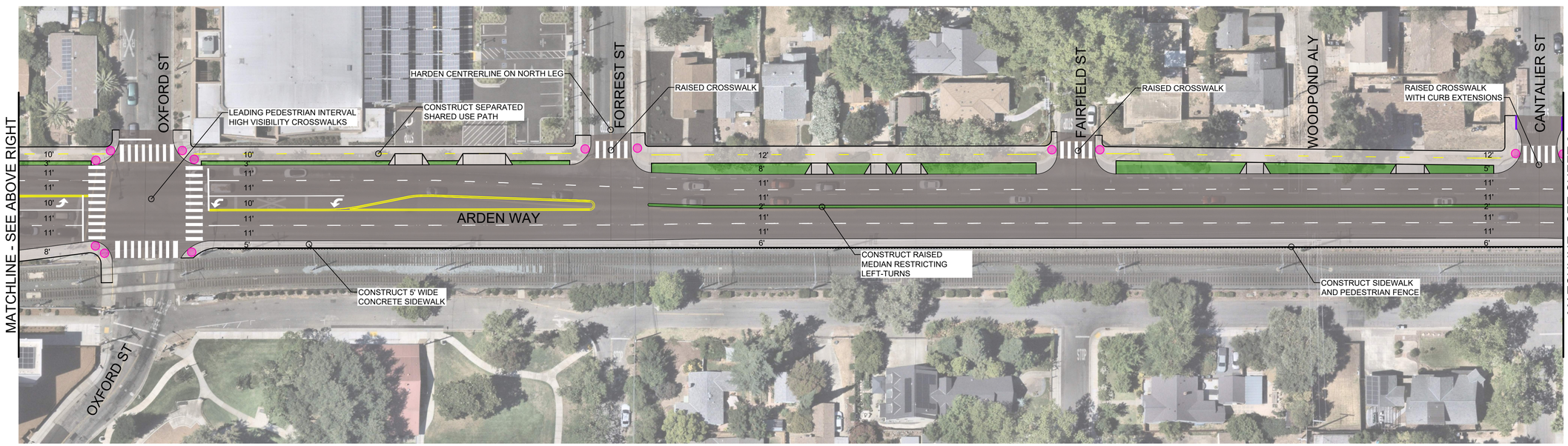
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ARDEN-AUBURN MOBILITY PLAN

WEST ARDEN WAY CORRIDOR

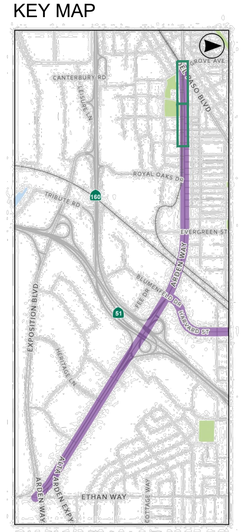




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- ROUNDABOUT
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- SIDEWALK
- BUS-80 INTERCHANGE PLANNING AREA
- FUTURE PLANNING PHASES
- FENCE
- REMOVE PARKING
- PEDESTRIAN PATH OF TRAVEL

KEY MAP



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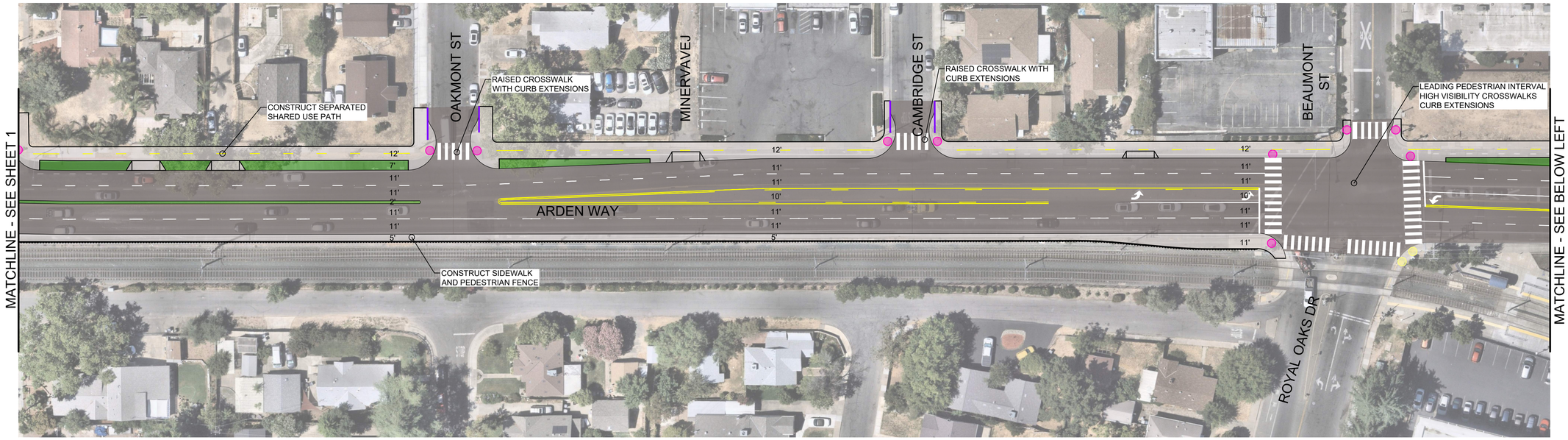
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ARDEN-AUBURN MOBILITY PLAN

WEST ARDEN WAY CORRIDOR



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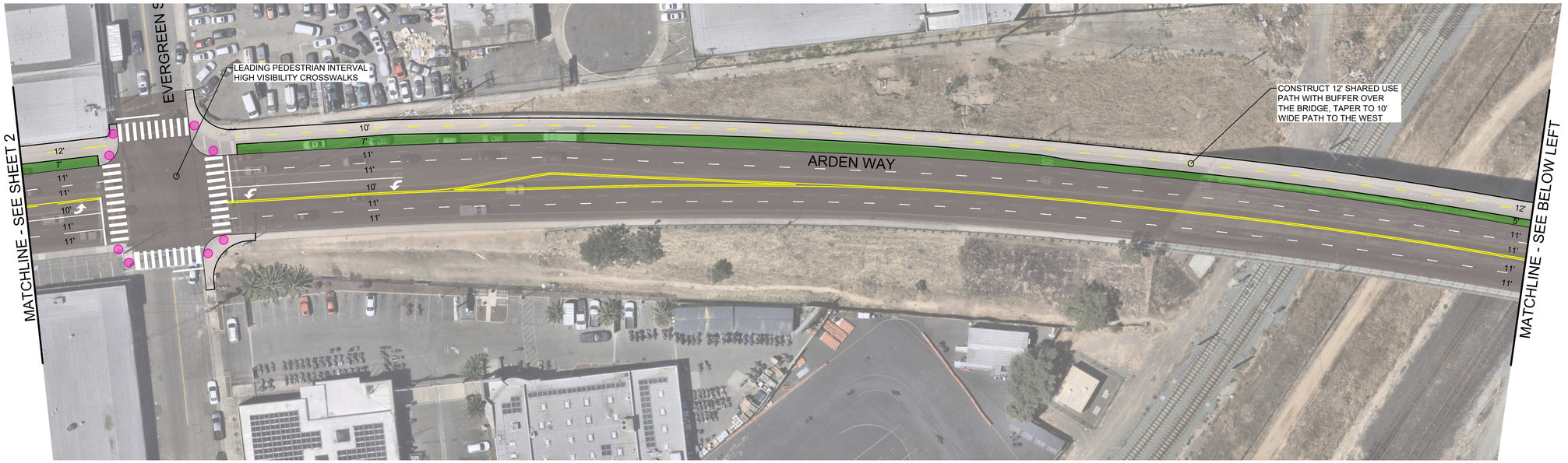
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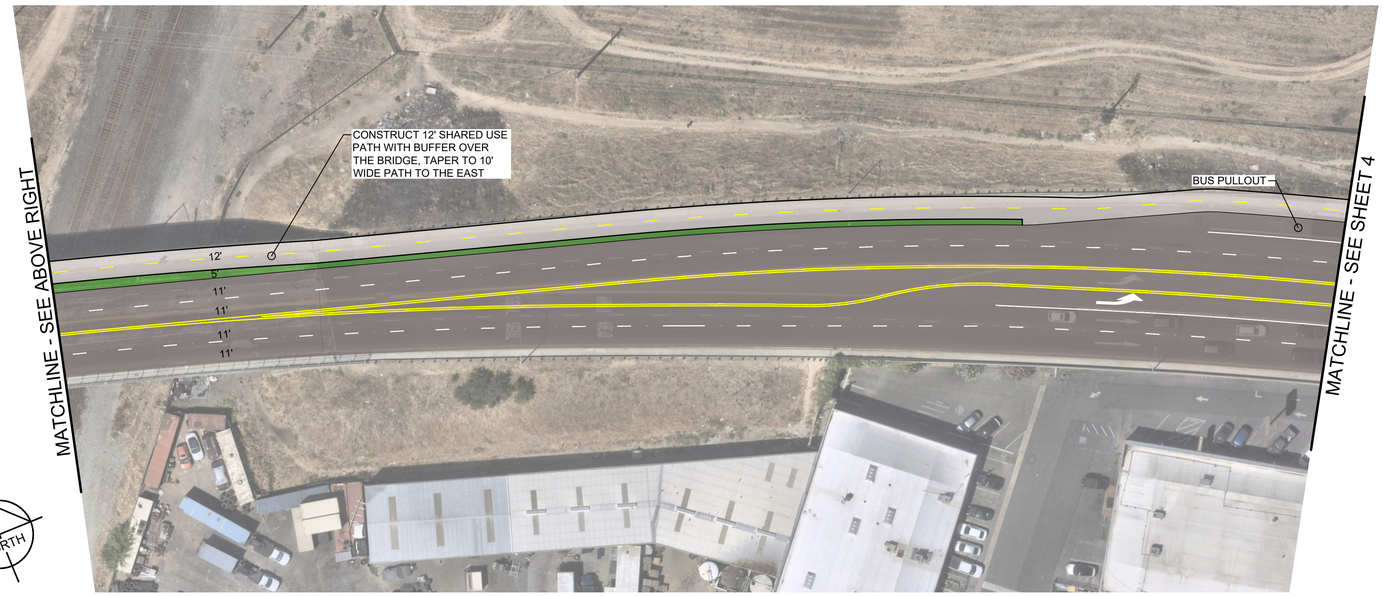
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ARDEN-AUBURN MOBILITY PLAN

WEST ARDEN WAY CORRIDOR



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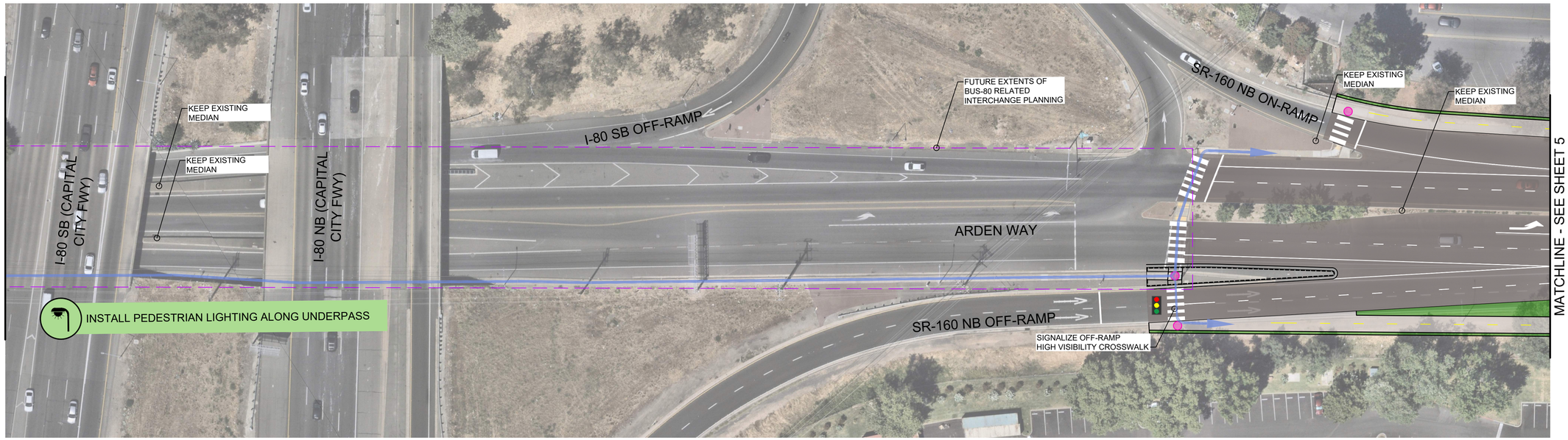
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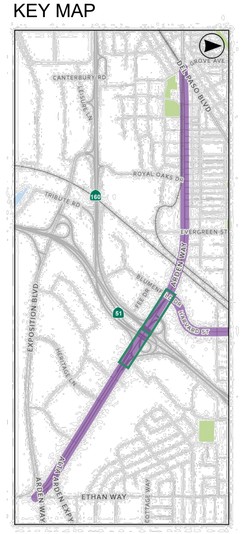




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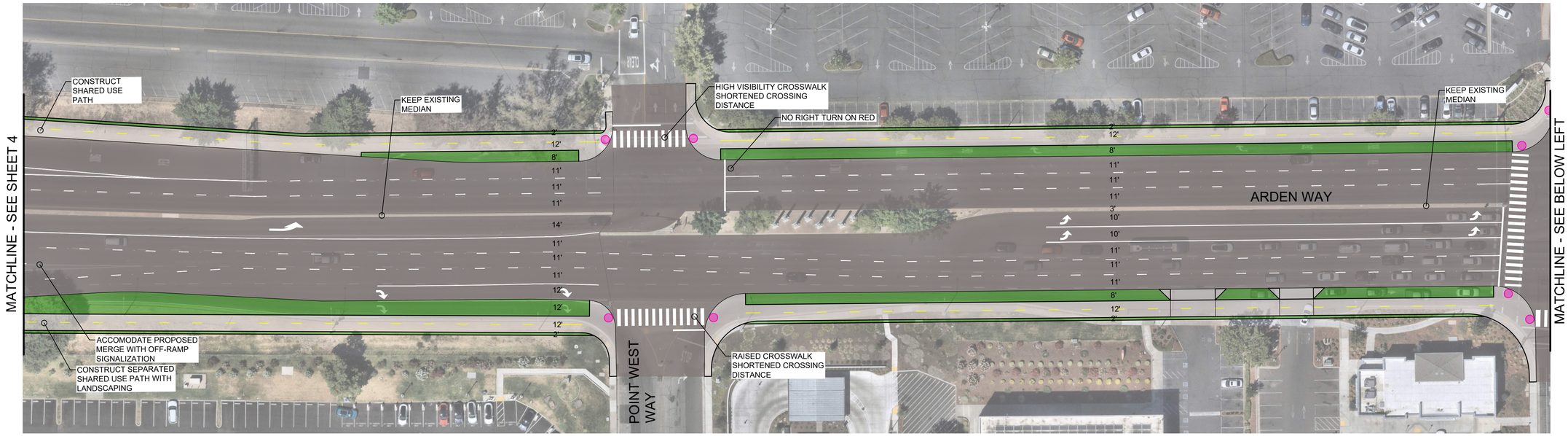
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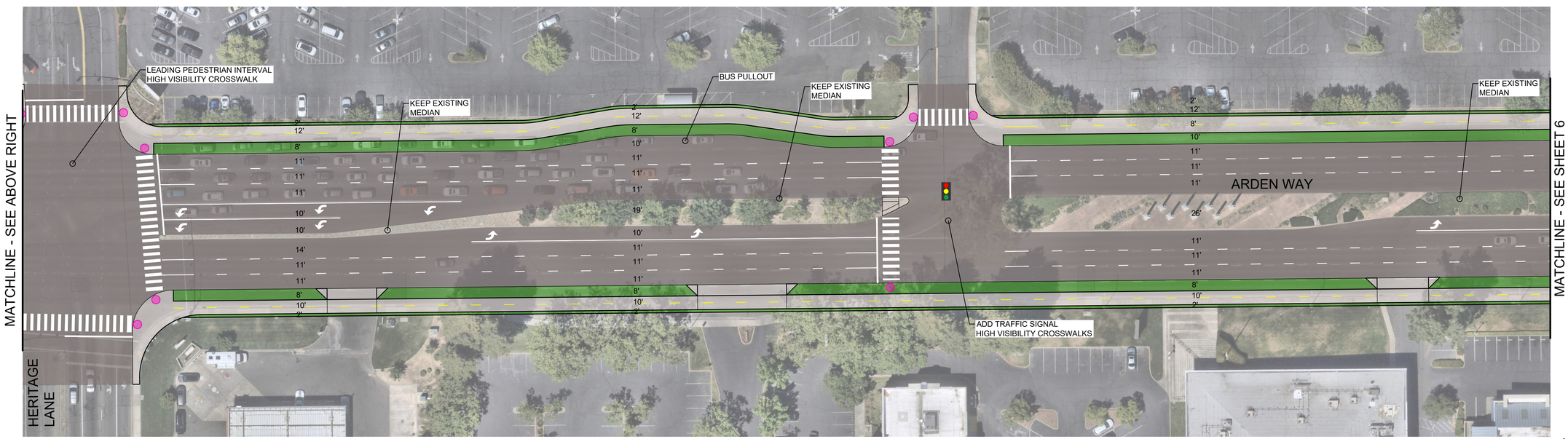
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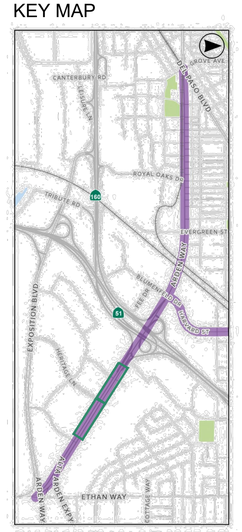




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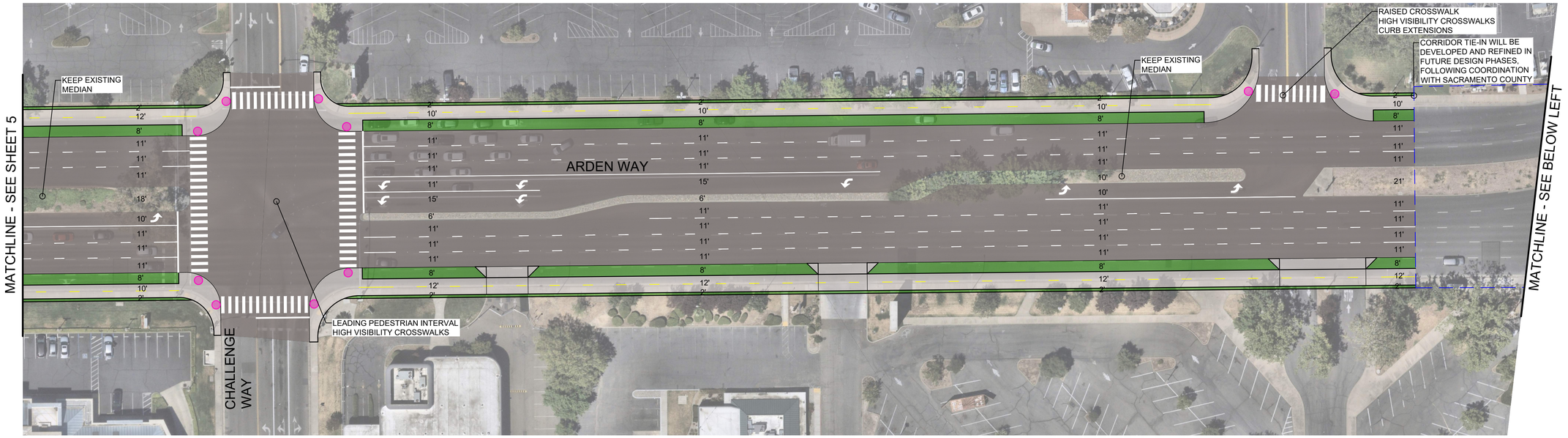
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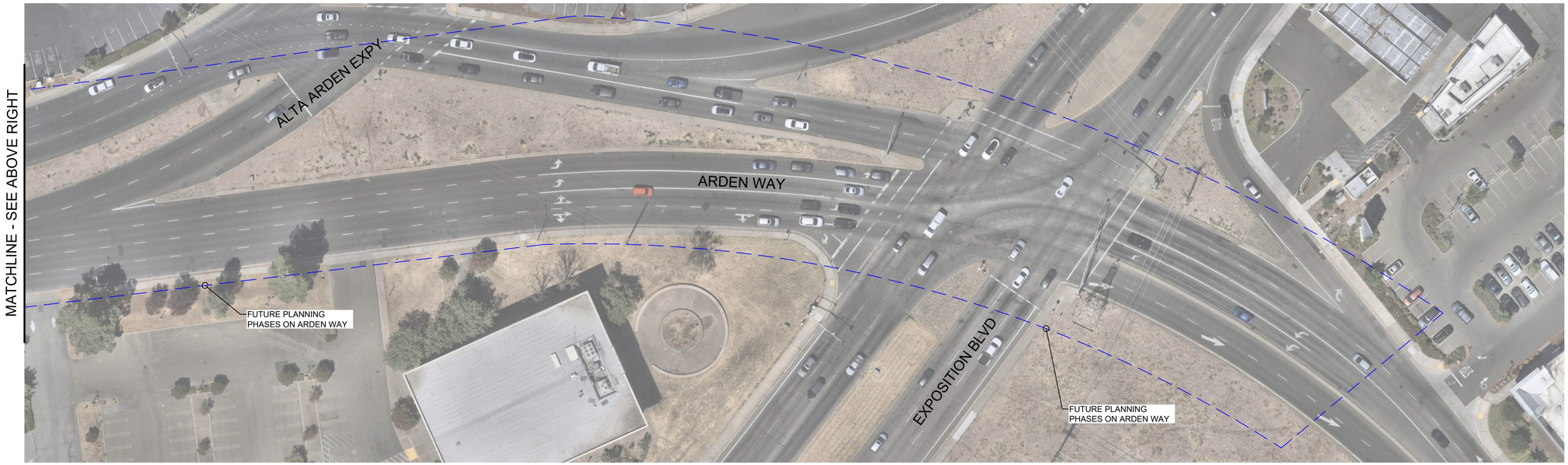
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EAST ARDEN WAY CORRIDOR





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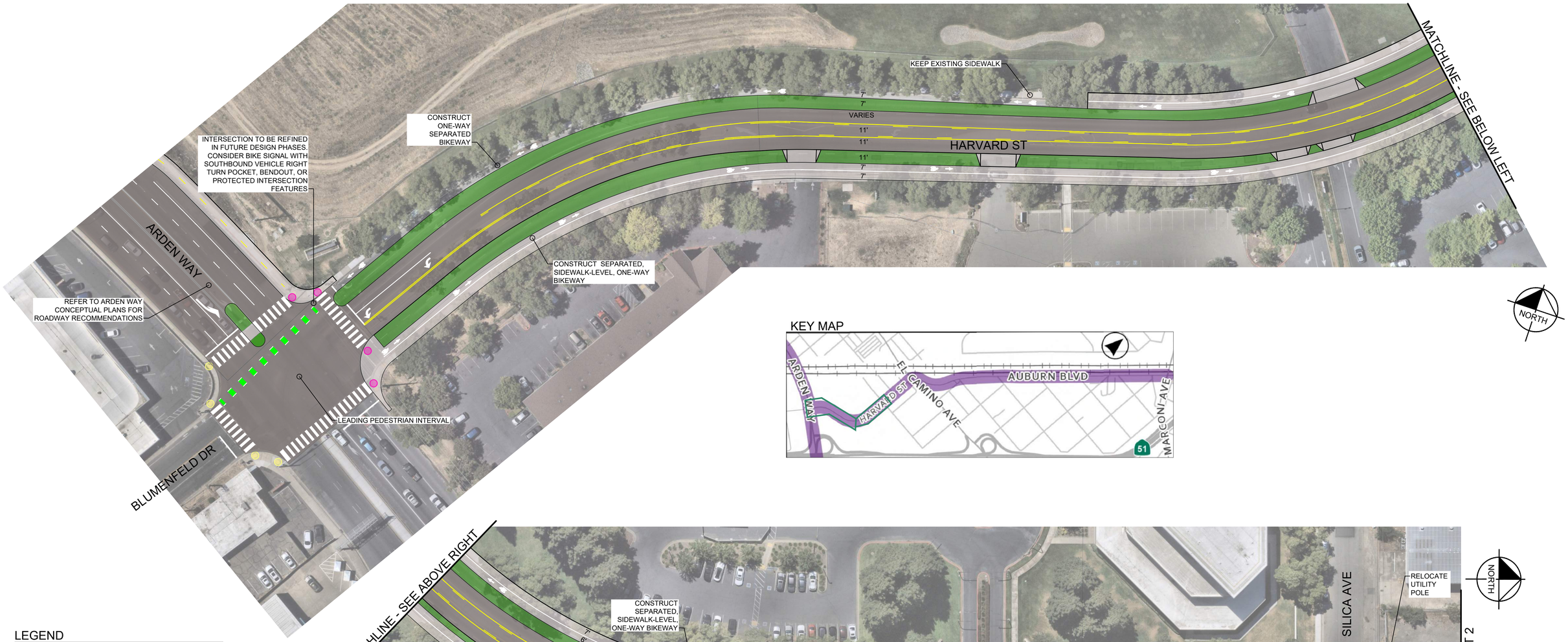
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ARDEN-AUBURN MOBILITY PLAN

AUBURN BOULEVARD CORRIDOR



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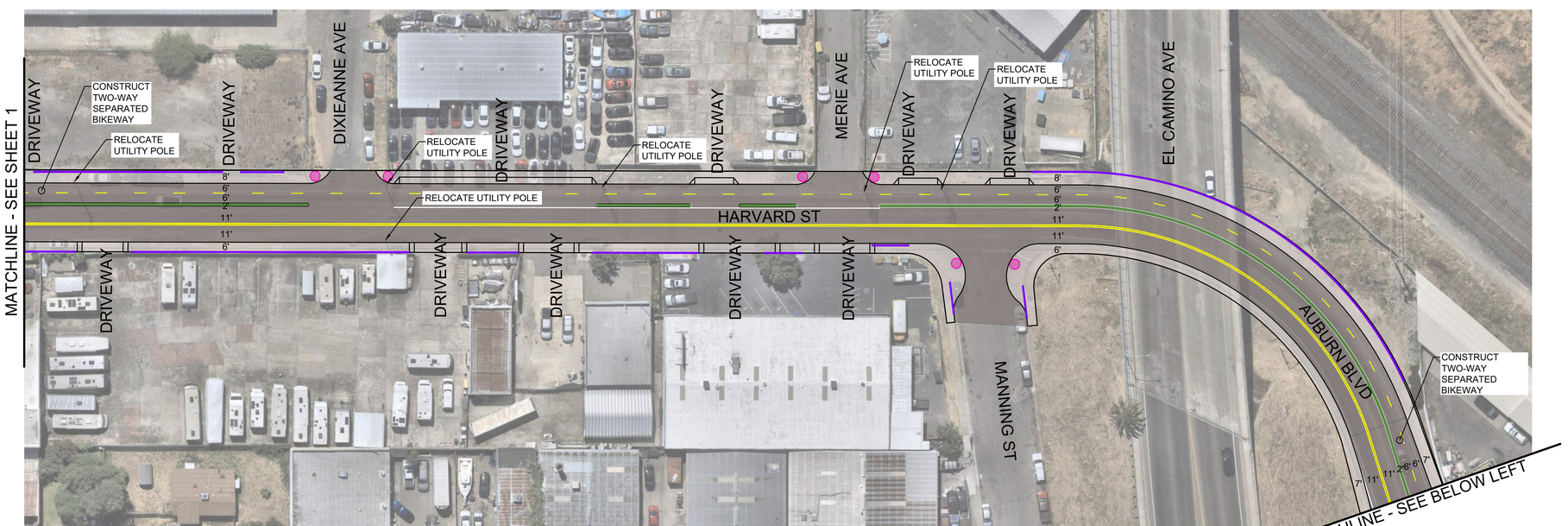
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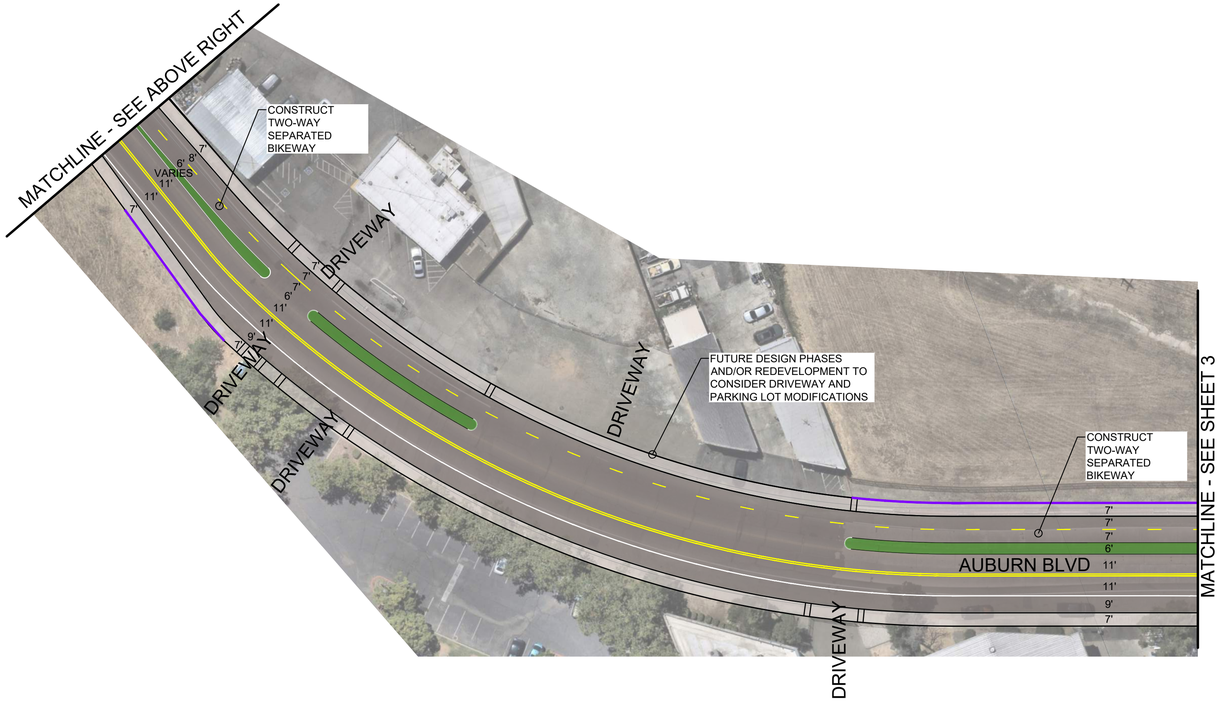
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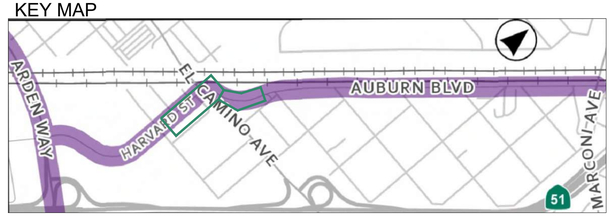
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AUBURN BOULEVARD CORRIDOR





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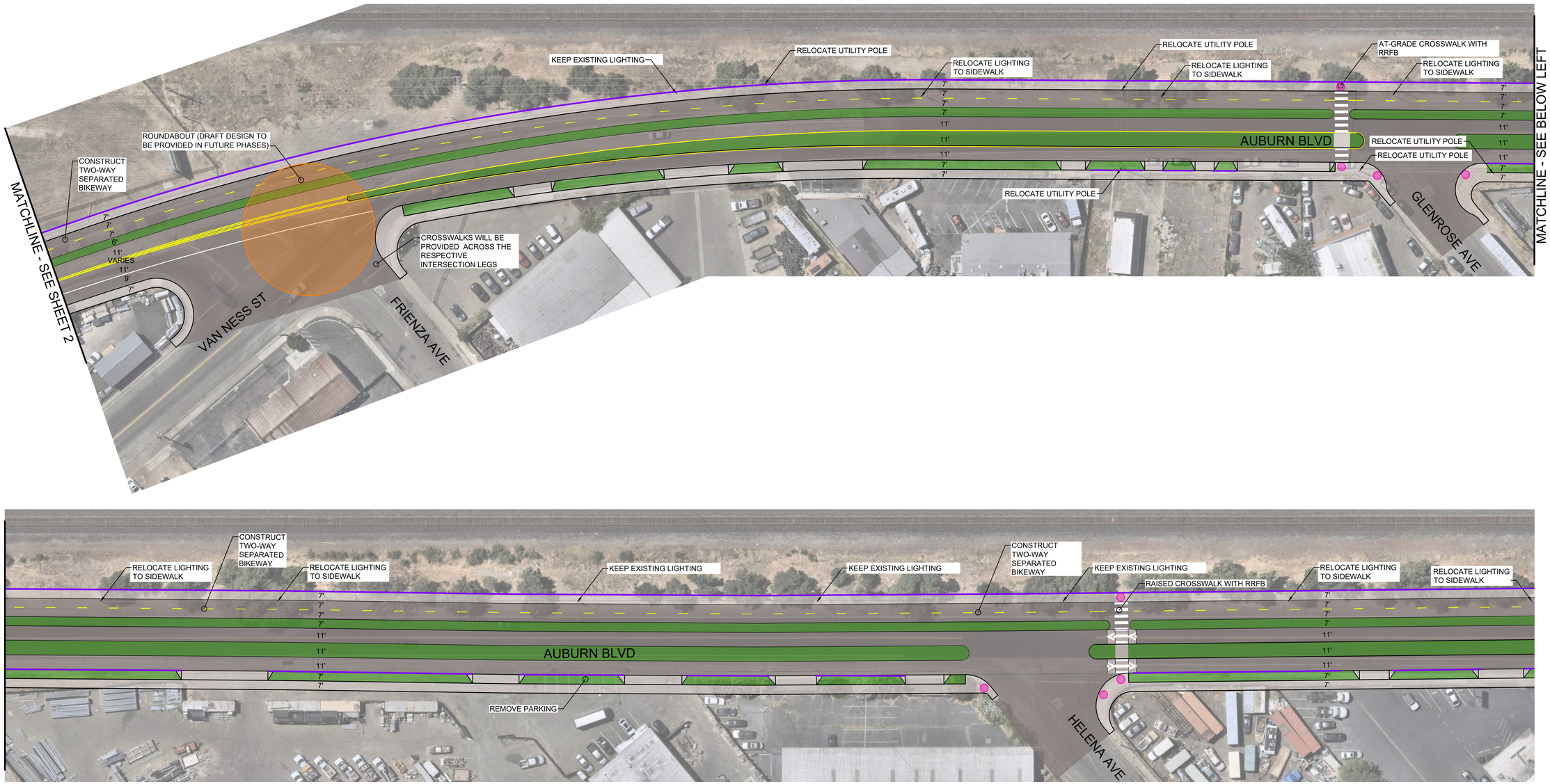
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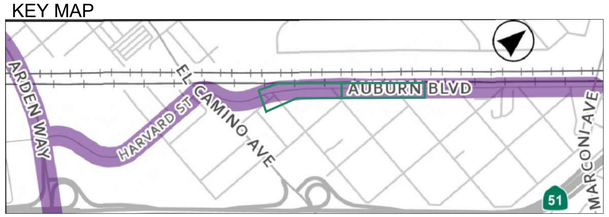
AUBURN BOULEVARD CORRIDOR



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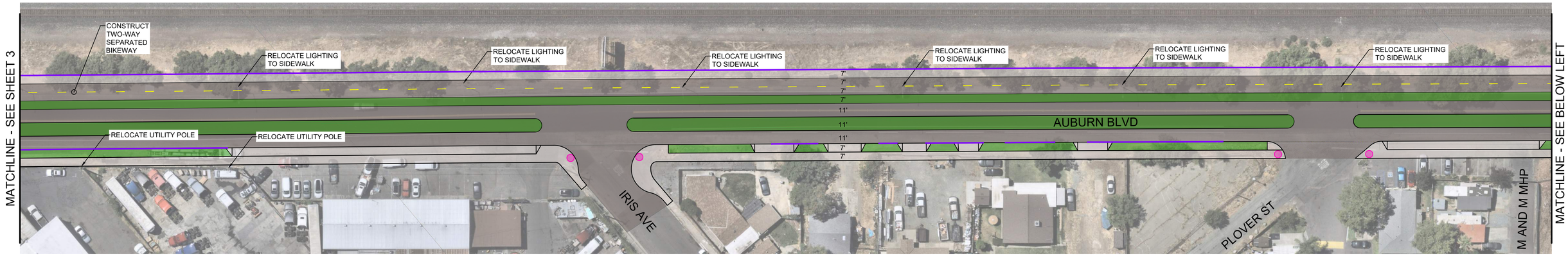
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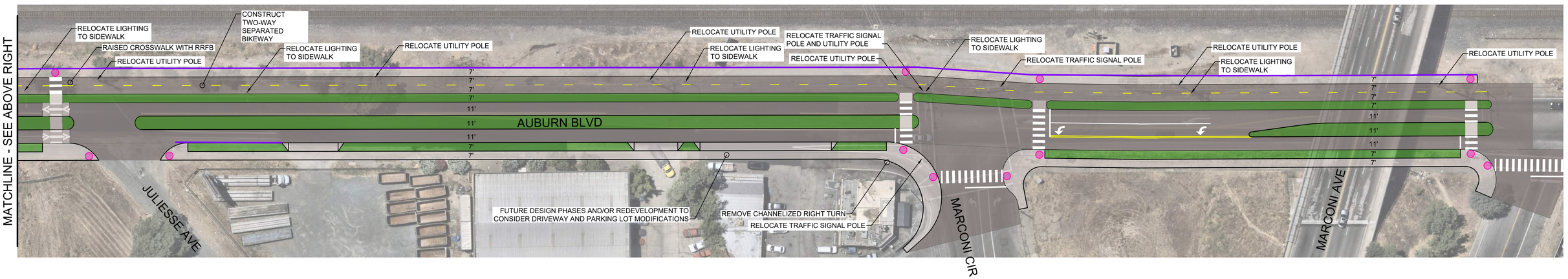
Arden Way-Auburn Boulevard Mobility Plan

City of SACRAMENTO

ARDEN-AUBURN MOBILITY PLAN

AUBURN BOULEVARD CORRIDOR

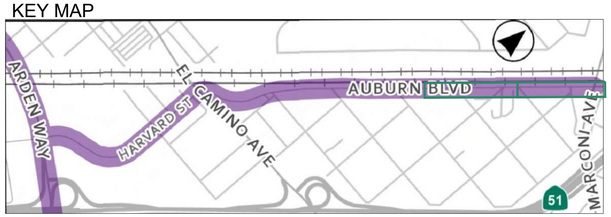




LEGEND

- PROPOSED CURB RAMP
- KEEP EXISTING CURB RAMP
- ROUNDABOUT
- PAVEMENT
- LANDSCAPED MEDIAN OR BUFFER
- SIDEWALK
- BUS-80 INTERCHANGE PLANNING AREA
- FUTURE PLANNING PHASES
- FENCE
- REMOVE PARKING
- PEDESTRIAN PATH OF TRAVEL

KEY MAP



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Appendix E

Opinion of Probable Construction Costs

OPINION OF PROBABLE CONSTRUCTION COSTS
City of Sacramento
Arden Way - Auburn Boulevard Mobility Plan
October 22, 2026

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
GENERAL					
1	Mobilization / Demobilization (8.5%)	1	LS	$4,262,000	$4,262,000
2	Progress Schedule (Critical Path Method, 0.5%)	1	LS	$251,000	$251,000
3	Surveying and Construction Staking (1.5%)	1	LS	$753,000	$753,000
4	Traffic Control and Stage Construction (5%)	1	LS	$2,507,000	$2,507,000
5	Erosion Control (4%)	1	LS	$2,006,000	$2,006,000
6	Construct Storm Water Best Management Practices (BMPs) (2%)	1	LS	$1,003,000	$1,003,000
7	Construct Other Drainage Improvements (1%)	1	LS	$501,000	$501,000
8	Other Utility Modifications and Adjust to Grade (1%)	1	LS	$501,000	$501,000
General Subtotal					**$11,784,000**
DEMOLITION					
9	Roadway Excavation and Grading	44,550	CY	$180	$8,019,000
10	Concrete Excavation and Grading	4,230	CY	$365	$1,544,000
11	Remove and Dispose of Curb and Gutter	36,920	LF	$25	$923,000
12	Clearing & Grubbing	151,820	SF	$1	$152,000
Demolition Subtotal					**$10,638,000**
EARTHWORK & GRADING					
13	Unsuitable Material (placeholder, no known unsuitable material)	2,500	CY	$350	$875,000
14	Unclassified Excavation	25,000	CY	$140	$3,500,000
Earthwork and Grading Subtotal					**$4,375,000**
CIVIL IMPROVEMENTS					
15	Construct Concrete Sidewalk (4" PCC)	277,590	SF	$15	$4,164,000
16	Construct Concrete Driveway (6" PCC)	30,810	SF	$20	$617,000
17	Construct Curb and Gutter	60,140	LF	$80	$4,812,000
18	Construct Roadway (5" AC and 10" Base)	377,160	SF	$20	$7,544,000
19	Construct Multi-Use Path (3" AC and 6" Base)	87,360	SF	$15	$1,311,000
20	Slurry Seal	76,546	SY	$6	$460,000
21	Construct Parkway Landscaping	112,120	SF	$20	$2,243,000
22	Construct Median Landscaping	86,040	SF	$20	$1,721,000
23	Construct Curb Ramp	116	EA	$15,000	$1,740,000
24	Construct Pedestrian Refuge Island	12	EA	$6,000	$72,000
25	Furnish and Install Fence	1,850	LF	$80	$148,000
26	Construct Roundabout: Frienza Avenue	1	EA	$2,000,000	$2,000,000
Civil Improvements Subtotal					**$26,832,000**

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
ELECTRICAL AND TRAFFIC SIGNAL IMPROVEMENTS					
27	Furnish and Install Street Light	6	EA	$25,000	$150,000
28	Relocate Street Light	18	EA	$10,000	$180,000
29	Relocate Power Pole	26	EA	$100,000	$2,600,000
30	Furnish and Install Pedestrian Signal	1	EA	$500,000	$500,000
31	Furnish and Rapid Rectangular Flashing Beacon (RRFB)	3	EA	$200,000	$600,000
32	Traffic Signal Modifications: Arden Way & Del Paso Boulevard	1	LS	$120,000	$120,000
33	Traffic Signal Modifications: Arden Way & Oxford Street	1	LS	$120,000	$120,000
34	Traffic Signal Modifications: Arden Way & Royal Oaks Drive	1	LS	$120,000	$120,000
35	Traffic Signal Modifications: Arden Way & Evergreen Street	1	LS	$120,000	$120,000
36	Traffic Signal Modifications: Arden Way & Harvard Street/Blumenfeld Drive	1	LS	$120,000	$120,000
37	Signalize On-Ramp: Arden Way & SR-160 NB On-Ramp	1	LS	$300,000	$300,000
38	Signalize Off-Ramp: Arden Way & SR-160 NB Off-Ramp	1	LS	$300,000	$300,000
39	Traffic Signal Modifications: Arden Way & Point West Way	1	LS	$120,000	$120,000
40	Traffic Signal Modifications: Arden Way & Heritage Lane	1	LS	$120,000	$120,000
41	New Traffic Signal: Arden Way & Arden Fair Mall	1	LS	$1,000,000	$1,000,000
42	Traffic Signal Modifications: Arden Way & Challenge Way	1	LS	$120,000	$120,000
43	Traffic Signal Modifications: Auburn Boulevard & Marconi Circle	1	LS	$150,000	$150,000
Electrical and Traffic Signal Improvements Subtotal					**$6,740,000**

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
STRIPING AND SIGNAGE					
44	Furnish and Install Striping and Pavement Markings	3.3	MI	$400,000	$1,320,000
45	Furnish and Install Signage	3.3	MI	$70,000	$231,000
Striping and Signage Subtotal					**$1,551,000**

Arden Way - Auburn Boulevard Corridors Subtotal	**$62,000,000**
Contingency (30%)	**$18,600,000**
Arden Way - Auburn Boulevard Corridors Total	**$80,600,000**

Escalation (5% per year for 8 years)	**$38,500,000**
Arden Way - Auburn Boulevard Corridors with Escalation	**$120,000,000**

Submitted by:



October 22, 2026

Stephen Dillon, PE, TE, Kimley-Horn & Associates — Date

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OPINION OF PROBABLE CONSTRUCTION COSTS
City of Sacramento
Arden Way - Auburn Boulevard Mobility Plan: Arden Way West
October 22, 2026

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
GENERAL					
1	Mobilization / Demobilization (8.5%)	1	LS	$859,000	$859,000
2	Progress Schedule (Critical Path Method, 0.5%)	1	LS	$51,000	$51,000
3	Surveying and Construction Staking (1.5%)	1	LS	$152,000	$152,000
4	Traffic Control and Stage Construction (5%)	1	LS	$505,000	$505,000
5	Erosion Control (4%)	1	LS	$404,000	$404,000
6	Construct Storm Water Best Management Practices (BMPs) (2%)	1	LS	$202,000	$202,000
7	Construct Other Drainage Improvements (1%)	1	LS	$101,000	$101,000
8	Other Utility Modifications and Adjust to Grade (1%)	1	LS	$101,000	$101,000
	General Subtotal				**$2,375,000**
DEMOLITION					
9	Roadway Excavation and Grading	7,240	CY	$180	$1,304,000
10	Concrete Excavation and Grading	1,650	CY	$365	$603,000
11	Remove and Dispose of Curb and Gutter	11,790	LF	$25	$295,000
12	Clearing & Grubbing	22,480	SF	$1	$23,000
	Demolition Subtotal				**$2,225,000**
EARTHWORK & GRADING					
13	Unsuitable Material (placeholder, no known unsuitable material)	500	CY	$350	$175,000
14	Unclassified Excavation	5,000	CY	$140	$700,000
	Earthwork and Grading Subtotal				**$875,000**
CIVIL IMPROVEMENTS					
15	Construct Concrete Sidewalk (4" PCC)	78,180	SF	$15	$1,173,000
16	Construct Concrete Driveway (6" PCC)	2,500	SF	$20	$50,000
17	Construct Curb and Gutter	11,790	LF	$80	$944,000
18	Construct Roadway (5" AC and 10" Base)	67,450	SF	$20	$1,349,000
20	Slurry Seal	37,520	SY	$6	$226,000
21	Construct Parkway Landscaping	22,070	SF	$20	$442,000
22	Construct Median Landscaping	2,340	SF	$20	$47,000
23	Construct Curb Ramp	46	EA	$15,000	$690,000
24	Construct Pedestrian Refuge Island	2	EA	$6,000	$12,000
25	Furnish and Install Fence	1,850	LF	$80	$148,000
	Civil Improvements Subtotal				**$5,081,000**

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
ELECTRICAL AND TRAFFIC SIGNAL IMPROVEMENTS					
30	Furnish and Install Pedestrian Signal	1	EA	$500,000	$500,000
32	Traffic Signal Modifications: Arden Way & Del Paso Boulevard	1	LS	$120,000	$120,000
33	Traffic Signal Modifications: Arden Way & Oxford Street	1	LS	$120,000	$120,000
34	Traffic Signal Modifications: Arden Way & Royal Oaks Drive	1	LS	$120,000	$120,000
35	Traffic Signal Modifications: Arden Way & Evergreen Street	1	LS	$120,000	$120,000
36	Traffic Signal Modifications: Arden Way & Harvard Street/Blumenfeld Drive	1	LS	$120,000	$120,000
37	Signalize On-Ramp: Arden Way & SR-160 NB On-Ramp	1	LS	$300,000	$300,000
Electrical and Traffic Signal Improvements Subtotal					**$1,400,000**

STRIPING AND SIGNAGE					
44	Furnish and Install Striping and Pavement Markings	1.1	MI	$400,000	$440,000
45	Furnish and Install Signage	1.1	MI	$70,000	$77,000
Striping and Signage Subtotal					**$517,000**

Arden Way West Subtotal	**$12,500,000**
Contingency (30%)	**$3,750,000**
Arden Way West Total	**$16,250,000**

Escalation (5% per year for 8 years)	**$7,759,000**
Arden Way West with Escalation	**$25,000,000**

Submitted by:



October 22, 2026

Stephen Dillon, PE, TE, Kimley-Horn & Associates — Date

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OPINION OF PROBABLE CONSTRUCTION COSTS
City of Sacramento
Arden Way - Auburn Boulevard Mobility Plan: Arden Way East
October 22, 2026

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
GENERAL					
1	Mobilization / Demobilization (8.5%)	1	LS	$914,000	$914,000
2	Progress Schedule (Critical Path Method, 0.5%)	1	LS	$54,000	$54,000
3	Surveying and Construction Staking (1.5%)	1	LS	$162,000	$162,000
4	Traffic Control and Stage Construction (5%)	1	LS	$538,000	$538,000
5	Erosion Control (4%)	1	LS	$430,000	$430,000
6	Construct Storm Water Best Management Practices (BMPs) (2%)	1	LS	$215,000	$215,000
7	Construct Other Drainage Improvements (1%)	1	LS	$108,000	$108,000
8	Other Utility Modifications and Adjust to Grade (1%)	1	LS	$108,000	$108,000
	General Subtotal				**$2,529,000**
DEMOLITION					
9	Roadway Excavation and Grading	9,200	CY	$180	$1,656,000
10	Concrete Excavation and Grading	1,830	CY	$365	$668,000
11	Remove and Dispose of Curb and Gutter	8,540	LF	$25	$214,000
12	Clearing & Grubbing	26,430	SF	$1	$27,000
	Demolition Subtotal				**$2,565,000**
EARTHWORK & GRADING					
13	Unsuitable Material (placeholder, no known unsuitable material)	500	CY	$350	$175,000
14	Unclassified Excavation	5,000	CY	$140	$700,000
	Earthwork and Grading Subtotal				**$875,000**
CIVIL IMPROVEMENTS					
15	Construct Concrete Sidewalk (4" PCC)	80,010	SF	$15	$1,201,000
16	Construct Concrete Driveway (6" PCC)	3,110	SF	$20	$63,000
17	Construct Curb and Gutter	8,540	LF	$80	$684,000
18	Construct Roadway (5" AC and 10" Base)	73,830	SF	$20	$1,477,000
20	Slurry Seal	39,026	SY	$6	$235,000
21	Construct Parkway Landscaping	53,050	SF	$20	$1,061,000
23	Construct Curb Ramp	29	EA	$15,000	$435,000
24	Construct Pedestrian Refuge Island	2	EA	$6,000	$12,000
	Civil Improvements Subtotal				**$5,168,000**

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
ELECTRICAL AND TRAFFIC SIGNAL IMPROVEMENTS					
26	Furnish and Install Street Light	6	EA	$25,000	$150,000
38	Signalize Off-Ramp: Arden Way & SR-160 NB Off-Ramp	1	LS	$300,000	$300,000
39	Traffic Signal Modifications: Arden Way & Point West Way	1	LS	$120,000	$120,000
40	Traffic Signal Modifications: Arden Way & Heritage Lane	1	LS	$120,000	$120,000
41	New Traffic Signal: Arden Way & Arden Fair Mall	1	LS	$1,000,000	$1,000,000
42	Traffic Signal Modifications: Arden Way & Challenge Way	1	LS	$120,000	$120,000
Electrical and Traffic Signal Improvements Subtotal					**$1,810,000**
STRIPING AND SIGNAGE					
44	Furnish and Install Striping and Pavement Markings	0.7	MI	$400,000	$280,000
45	Furnish and Install Signage	0.7	MI	$70,000	$49,000
Striping and Signage Subtotal					**$329,000**

Arden Way East Subtotal	**$13,300,000**
Contingency (30%)	**$3,990,000**
Arden Way East Total	**$17,300,000**
Escalation (5% per year for 8 years)	**$8,300,000**
Arden Way East with Escalation	**$26,000,000**

Submitted by:



October 22, 2026

Stephen Dillon, PE, TE, Kimley-Horn & Associates — Date

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OPINION OF PROBABLE CONSTRUCTION COSTS
City of Sacramento
Arden Way - Auburn Boulevard Mobility Plan: Harvard Street and Auburn Boulevard
October 22, 2026

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
GENERAL					
1	Mobilization / Demobilization (8.5%)	1	LS	$2,491,000	$2,491,000
2	Progress Schedule (Critical Path Method, 0.5%)	1	LS	$147,000	$147,000
3	Surveying and Construction Staking (1.5%)	1	LS	$440,000	$440,000
4	Traffic Control and Stage Construction (5%)	1	LS	$1,465,000	$1,465,000
5	Erosion Control (4%)	1	LS	$1,172,000	$1,172,000
6	Construct Storm Water Best Management Practices (BMPs) (2%)	1	LS	$586,000	$586,000
7	Construct Other Drainage Improvements (1%)	1	LS	$293,000	$293,000
8	Other Utility Modifications and Adjust to Grade (1%)	1	LS	$293,000	$293,000
General Subtotal					**$6,887,000**
DEMOLITION					
9	Roadway Excavation and Grading	28,110	CY	$180	$5,060,000
10	Concrete Excavation and Grading	750	CY	$365	$274,000
11	Remove and Dispose of Curb and Gutter	16,590	LF	$25	$415,000
12	Clearing & Grubbing	102,910	SF	$1	$103,000
Demolition Subtotal					**$5,852,000**
EARTHWORK & GRADING					
13	Unsuitable Material (placeholder, no known unsuitable material)	1,500	CY	$350	$525,000
14	Unclassified Excavation	15,000	CY	$140	$2,100,000
Earthwork and Grading Subtotal					**$2,625,000**
CIVIL IMPROVEMENTS					
15	Construct Concrete Sidewalk (4" PCC)	119,400	SF	$15	$1,791,000
16	Construct Concrete Driveway (6" PCC)	25,200	SF	$20	$504,000
17	Construct Curb and Gutter	39,810	LF	$80	$3,185,000
18	Construct Roadway (5" AC and 10" Base)	235,880	SF	$20	$4,718,000
19	Construct Multi-Use Path (3" AC and 6" Base)	87,360	SF	$15	$1,311,000
21	Construct Parkway Landscaping	37,000	SF	$20	$740,000
22	Construct Median Landscaping	83,700	SF	$20	$1,674,000
23	Construct Curb Ramp	41	EA	$15,000	$615,000
24	Construct Pedestrian Refuge Island	8	EA	$6,000	$48,000
25	Construct Roundabout: Frienza Avenue	1	EA	$2,000,000	$2,000,000
Civil Improvements Subtotal					**$16,586,000**

Item	Item Description	Quantity	Unit	Unit Cost	Total Cost
ELECTRICAL AND TRAFFIC SIGNAL IMPROVEMENTS					
27	Relocate Street Light	18	EA	$10,000	$180,000
29	Relocate Power Pole	26	EA	$100,000	$2,600,000
31	Furnish and Rapid Rectangular Flashing Beacon (RRFB)	3	EA	$200,000	$600,000
43	Traffic Signal Modifications: Auburn Boulevard & Marconi Circle	1	LS	$150,000	$150,000
Electrical and Traffic Signal Improvements Subtotal					**$3,530,000**
STRIPING AND SIGNAGE					
44	Furnish and Install Striping and Pavement Markings	1.5	MI	$400,000	$600,000
45	Furnish and Install Signage	1.5	MI	$70,000	$105,000
Striping and Signage Subtotal					**$705,000**
Harvard Street-Auburn Boulevard Subtotal					**$36,200,000**
Contingency (30%)					**$10,860,000**
Harvard Street-Auburn Boulevard Total					**$47,100,000**
Escalation (5% per year for 8 years)					**$22,500,000**
Harvard Street-Auburn Boulevard with Escalation					**$70,000,000**

Submitted by:



October 22, 2026

Stephen Dillon, PE, TE, Kimley-Horn & Associates — Date

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