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## Memorandum

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**From:** Joel Falter

**Date:** July 22, 2004

**RE:** Chino Hills State Park – Bane Canyon Road Entrance Improvements

**JA4059**

### INTRODUCTION

This memorandum has been prepared to document the existing transportation infrastructure, existing traffic conditions and forecast future traffic conditions near the proposed Chino Hills State Park - Bane Canyon Road Entrance improvements. The materials presented in this memorandum are intended to satisfy the traffic circulation analysis requirements of the environmental document.



Photograph 1 – Existing Bane Canyon Road entrance to Chino Hills State Park

The proposed project will result in the improvement to the entrance and existing 2.2-mile dirt road that serves as the Bane Canyon Road entrance to the park. Bane Canyon Road should be considered as the southerly extension of Elinvar Drive or the project entrance. Photograph 1 shows the existing Bane Canyon Road park entrance. The park is currently open from 8AM to Sunset and no changes to the hours of operation are planned.

San Diego  
619.683.2933  
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San Bernardino  
909-890-9693  
fax: 909-890-9694

DBE/MBE

### PROJECT LOCATION

The proposed project is located in San Bernardino County at the northern end on Chino Hills State Park adjacent to the City of Chino Hills. The northern limit of the project is located less than ½ mile south of Soquel Canyon Parkway at the intersection of Bane Canyon Road, Elinvar Road and Sapphire Road. The project extends approximately two miles to the south and crosses property owned by the City of Chino Hills approximately ½ mile south of the northern project limit. The southern project limit is located where the previously built two-lane paved road begins in the park interior.

Figure 1 shows the regional location map of Chino Hills State Park. Figure 2 shows the project location.

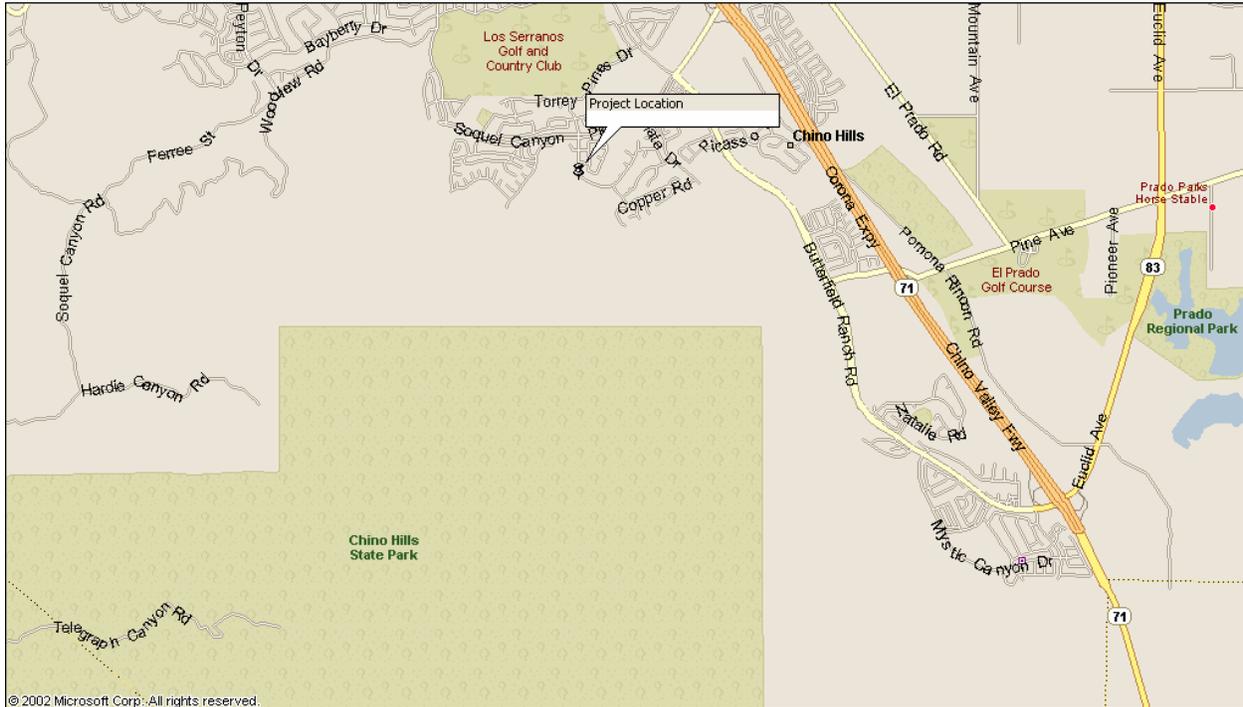


FIGURE 1 – REGIONAL LOCATION MAP

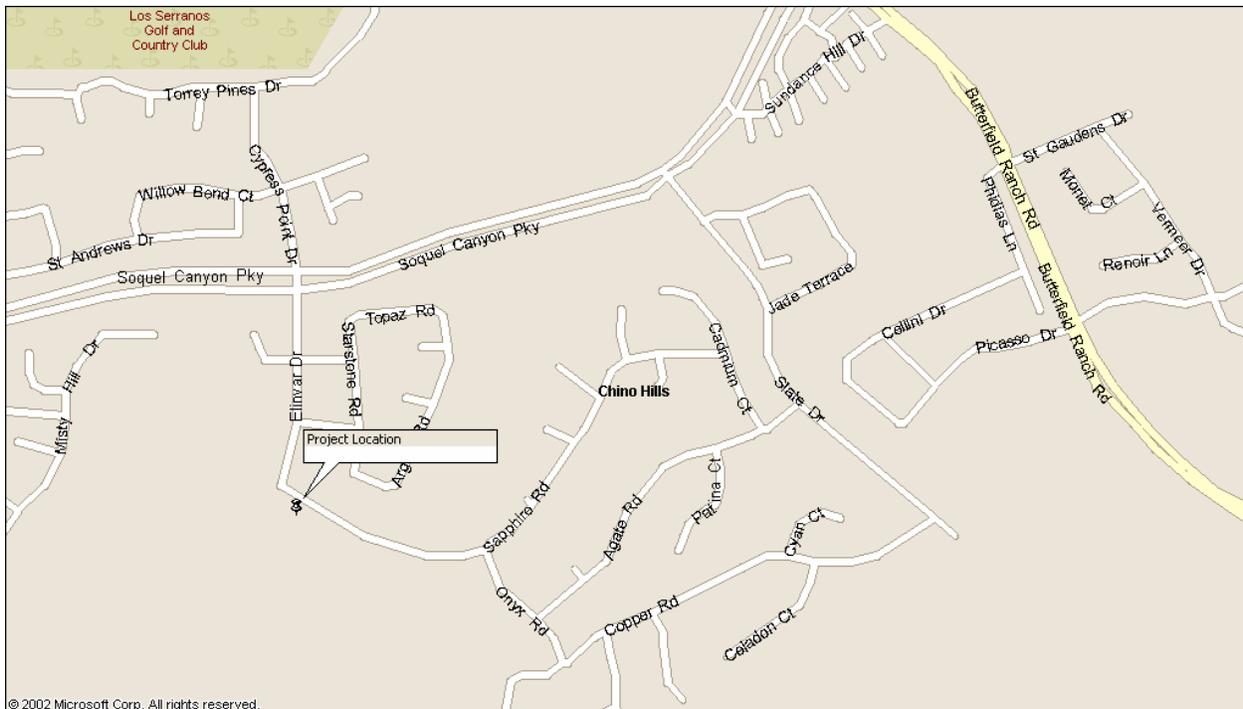


FIGURE 2 – PROJECT LOCATION

## PROJECT DESCRIPTION

California State Parks is proposing to construct an improved paved two-lane road on the general alignment of the existing unimproved dirt entrance road for a distance of approximately 2 miles. Construction would relocate the road onto a more favorable alignment, as feasible, and utilize retaining walls. The project would also include the construction of a multi-use trail, include underground utilities, a trailhead, road drainage facilities, a park entrance station with utilities, a scenic overlook, a maintenance storage area, comfort station, erosion control measures, and minor intersection improvements.

## EXISTING CONDITIONS

**Soquel Canyon Road** is a six-lane roadway that runs generally east to west in the project vicinity. Access to the Bane Canyon Road entrance to Chino Hills State Park is generally provided at the Soquel Canyon Road/Elvinar Drive intersection. The intersection is signalized and provides westbound protected-permitted left-turn phasing. This intersection is located north of the Bane Canyon Road entrance and field observations made by Katz, Okitsu & Associates revealed that virtually all park traffic utilized this intersection. Photographs 2, 3, 4 and 5 were taken at this intersection. (Note: All of the photographs displayed in this memorandum were taken on the afternoon of Saturday, May 22, 2004).



Photograph 2 - Looking north from the southeast quadrant of the Soquel Canyon Parkway/Elvinar Drive intersection



Photograph 3 - Looking south along the west side of Elinvar Drive from just south of Soquel Canyon Parkway



Photograph 4 - Looking east from the southwest corner of the Soquel Canyon Parkway/Elinvar Drive intersection



Photograph 5 - Looking west from the southeast corner of the Soquel Canyon Parkway/Elinvar Drive intersection

**Elinvar Drive** connects Soquel Canyon Road to the north with Sapphire Road. Elinvar Drive provides access to both the park and the residential development located north of the park entrance. Elinvar Drive allows is 44 feet in width and allows on-street parking on both sides of the street. Photograph 6 shows Elinvar Drive looking north from the project frontage.



Photograph 6 - Looking north along the east side of Elinvar Drive from the south side of Sapphire Road

**Sapphire Road** is a two-lane 36-foot wide roadway that intersects the existing park entrance. On-street parking is allowed on the south side of the street but prohibited on the north side of the street. The parking is prohibited on the north side of the street where a gated roadway provides an emergency entrance/exit to the residential areas north of the project site and Sapphire Road serves as the fire lane access to the entrance/exit. Photographs 7, 8, 9 and 10 show Sapphire Road and the surrounding areas.

Based on data obtained from Assessors Maps, both Elinvar Drive and Sapphire Road have right-of-way widths of 50 feet.



Photograph 7 - Looking east along the south side of Sapphire Road from west of the state park entrance



Photograph 8 - Looking west at the Fire Lane sign on the northeast corner of the Elinvar Drive/Sapphire Road intersection



Photograph 9 - Looking at the fire access road to the residential development north of the state park entrance



Photograph 10 - Looking at the residential development north of the Chino Hills State Park entrance

## MACHINE COUNT OBSERVATIONS

Katz, Okitsu & Associates commissioned machine counts on a weekday, Friday, May 21, 2004 and a weekend, Saturday, May 22, 2004 on either side of the existing park entrance in order to both document traffic volumes on the roadways adjacent to the project site and park traffic. The traffic counters were located at the following locations as shown on Figure 3:

- Elinvar Drive south of Moonstone Road
- Sapphire Road west of Onyx Drive

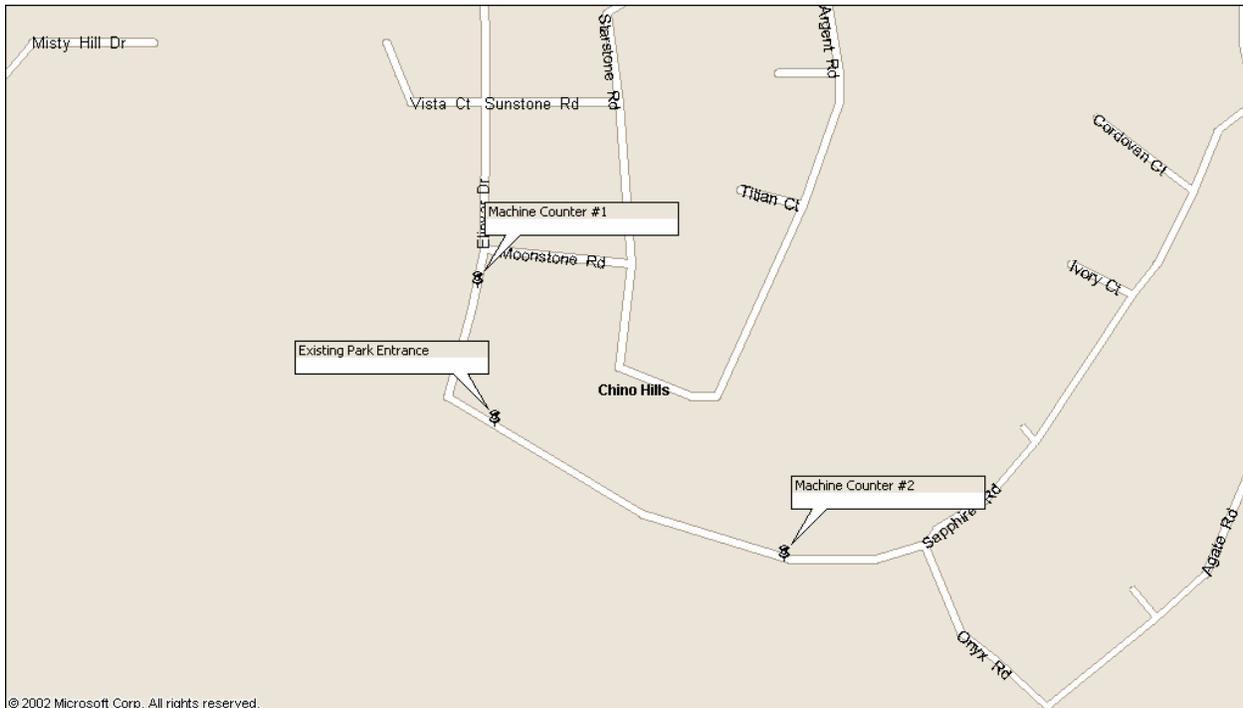


FIGURE 3 – MACHINE COUNTER PLACEMENT LOCATIONS

The machine count data is provided in the Appendix to this memorandum.

The machine count data is summarized in Tables 1 and 2 below.

**Table 1 – Friday, May 21, 2004 Machine Count Data Summary**

Time Period	Elivar Drive s/o Moonstone Road			Sapphire Road w/o Onyx Drive			Total Park Trips
	NB	SB	TOTAL	EB	WB	TOTAL	
Midnight to 1AM	2	3	5	2	1	3	2
1AM to 2AM	1	1	2	1	1	2	0
2AM to 3AM	0	2	2	1	0	1	1
3AM to 4AM	0	0	0	0	0	0	0
4AM to 5AM	3	1	4	1	3	4	0
5AM to 6 AM	11	7	18	0	11	11	7
6AM to 7AM	31	7	38	7	29	36	2
7AM to 8AM	71	22	93	19	70	89	4
8AM to 9AM	45	34	79	28	42	70	9
9AM to 10AM	18	16	34	11	20	31	3
10AM to 11AM	21	9	30	8	13	21	9
11AM to Noon	18	21	39	18	17	35	4
Noon to 1PM	9	14	23	11	10	21	2
1PM to 2PM	25	24	49	20	17	37	12
2PM to 3PM	41	30	71	25	37	62	9
3PM to 4PM	29	50	79	54	22	76	3
4PM to 5PM	22	27	49	25	22	47	2
5PM to 6PM	20	46	66	33	20	53	13
6PM to 7PM	25	31	56	26	20	46	10
7PM to 8PM	16	27	43	25	14	39	4
8PM to 9PM	11	17	28	15	4	19	9
9PM to 10PM	9	14	23	15	14	29	6
10PM to 11 PM	12	13	25	13	11	24	1
11PM to Midnight	5	9	14	9	5	14	0

**Table 2 – Saturday, May 22, 2004 Machine Count Data Summary**

Time Period	Elinvar Drive s/o Moonstone Road			Sapphire Road w/o Onyx Drive			Total Park Trips
	NB	SB	TOTAL	EB	WB	TOTAL	
Midnight to 1AM	2	2	4	2	2	4	0
1AM to 2AM	2	5	7	5	2	7	0
2AM to 3AM	0	1	1	1	0	1	0
3AM to 4AM	0	0	0	0	0	0	0
4AM to 5AM	0	1	1	1	0	1	0
5AM to 6 AM	3	1	4	1	3	4	0
6AM to 7AM	9	13	22	5	7	12	10
7AM to 8AM	24	23	47	14	20	34	13
8AM to 9AM	24	23	47	14	17	31	16
9AM to 10AM	37	34	71	13	22	35	36
10AM to 11AM	34	35	69	30	21	51	18
11AM to Noon	33	29	62	25	25	50	12
Noon to 1PM	30	26	56	22	21	43	13
1PM to 2PM	32	24	56	21	23	44	12
2PM to 3PM	24	33	57	27	18	45	12
3PM to 4PM	22	36	58	29	17	46	12
4PM to 5PM	21	27	48	20	15	35	13
5PM to 6PM	28	29	57	24	20	44	13
6PM to 7PM	26	21	47	17	21	38	9
7PM to 8PM	27	28	55	25	16	41	14
8PM to 9PM	16	19	35	18	16	34	1
9PM to 10PM	12	20	32	20	12	32	0
10PM to 11 PM	7	11	18	10	7	17	1
11PM to Midnight	3	8	11	8	3	11	0

(Note: When reviewing the data provided in the table, one must understand the machine counters are not 100% accurate. The data can provide order of magnitude information but may have errors in directional volumes, especially on two-lane unstriped roadways as are Elinvar Drive and Sapphire Road. In addition, tube counters may be triggered by other means, such as bicycles or the counters may not properly record vehicles with more than two axles such as pick-up trucks with horse trailers, which were observed.

During the weekend hours between 9AM and 10AM, the drivers of three pick-ups with horse trailers were not sure whether or not to drive up the dirt road together and were observed to drive over the loops several times while turning around.)

The tables show that the peak traffic demand on Elinvar Drive and Sapphire Road adjacent to the project site occurs on Friday between 7AM and 8AM when 90 vehicles were recorded. The weekend peak volumes occurred between 9AM and 10AM when approximately 70 vehicles were recorded.

The data also shows that the peak park trip generation on a Friday occurred between 5PM and 6PM when 13 vehicles trips were recorded. On the weekend, the peak record observation occurred

between 9AM and 10AM when 36 vehicle trips were recorded. Since this number is much higher than any other observation when no other observation exceeded 18 vehicle trips, Katz, Okitsu & Associates supplemented the machine count analysis with manual observations that are summarized in the next section of this memorandum.

### MANUAL PARKING AND USAGE OBSERVATIONS (Saturday, May 22, 2004)

Table 3 shows the observed vehicle trips associated with the park entrance. Table 4 shows the observed on-street parking demand.

**Table 3 – Observed Vehicle Trips (Saturday, May 22, 2004)**

Time Period	Vehicles arriving to park on the street	Vehicles departing from on-street parking	Vehicles entering park entrance	Vehicles exiting park entrance	TOTAL vehicles arriving	TOTAL vehicles departing	Highest Hour Calc.
9:30AM to 10:00 AM	3	3	3	0	6	3	
10:00 AM to 10:30 AM	8	5	1	5	9	10	13
10:30 AM to 11:00 AM	0	3	1	1	1	4	<b>14</b>
11:00 AM to 11:30 AM	3	2	3	4	6	6	10
11:30 AM to Noon	1	2	3	3	4	5	11
Noon to 12:30 PM	1	2	1	0	2	2	7
12:30 PM to 1:00 PM	1	2	3	2	4	4	6
1:00 PM to 1:30 PM	1	1	0	5	1	6	10
1:30 PM to 2:00 PM	0	2	0	1	0	3	9
2:00 PM to 2:30 PM	1	4	0	1	1	5	8

Highest Hour Observed - 10:00 AM to 11:00 AM

**Table 4 – Observed On-Street Parking Demand (Saturday, May 22, 2004)**

Time Period	Cars Parked on the street
9:30AM	10
10:00 AM	10
10:30 AM	13
11:00 AM	10
11:30 AM	11
Noon	10
12:30 PM	9
1:00 PM	8
1:30 PM	8
2:00 PM	6
2:30 PM	3

The manual observations summarized in Table 3 show that the vehicles trips currently generated during the weekend peak period at the parking entrance is 14 trips per hour or less. Observed on-street parking demand never exceeded 13 vehicles and field observations and the photographs

show that this demand is easily accommodated along Elinvar Drive and Sapphire Road. This data is generally consistent with the machine count observations.

## **SUMMARY OF EXISTING CONDITIONS**

Both the traffic volumes and the park trip generation at the Bane Canyon Road entrance to Chino Hills State Park are very light providing very good levels of service. The park is utilized more on the weekends but the volumes generated by the park are still very light.

## **FORECAST BACKGROUND TRAFFIC GROWTH**

Traffic volumes on Elinvar Drive or Sapphire Drive are not expected to increase significantly as a result other area development. The areas located both north and east of the existing project entrance are fully developed as single-family homes. The park is located south and west of the project site.

## **FORECAST TRAFFIC GROWTH ANTICIPATED WITH THE PROJECT**

As previously stated, the project will result in the paving of the existing two-lane dirt road that provides the Bane Canyon Road park access. The paving of this roadway will make this entrance more attractive to park users. During the period on Saturday when visual observations were made, several vehicles with horse trailers started to drive up the dirt road, only to put their vehicles in reverse and back out of the park entrance. Other vehicles were observed to drive slowly past the dirt road park entrance and then turn around and head back toward Soquel Canyon Road.

In addition, the other proposed improvements that include the construction of a multi-use trail that will include underground utilities, a trailhead, road drainage facilities, a scenic overlook, a maintenance storage area, comfort station, erosion control measures, and minor intersection improvements at the project entrance will also increase traffic. This increase in traffic is hard to quantify. It would be anticipated that these improvements would have little impact on trips that have origins or destinations in the Bane Canyon Road park entrance during the weekday periods. On weekends, the park-generated trips may double or even triple to up to 50 weekday peak hour trips.

## **PROJECT IMPACTS**

### Traffic Impacts

The project would not be expected to have an impact on the level of service on the roadways adjacent to the project site for the following reasons:

- Existing traffic volumes on the roadways adjacent to the project site (Elinvar Drive and Sapphire Street) are light both during the weekday and on weekends. Traffic volumes are not expected to increase because of other area development.



- The park tends to generate the highest number of vehicle trips during traditional off-peak traffic periods, i.e. weekends.
- Even if project volumes would triple, the resulting volumes using the park would be less than 50 vehicles during peak periods when volumes on Elinvar Drive and Sapphire Road would then be less than 150 peak hour two-way trips.

### Parking Impacts

The analysis of on-street parking showed that there is more than enough capacity to accommodate existing and forecast demand. It would be anticipated that the improvements to the entrance would encourage motorists to enter the park on the newly improved and paved roadway, rather than parking on the street. The project may have the affect of actually decreasing on-street parking demand.

### **SUMMARY**

The project is not anticipated to have any traffic circulation or parking impacts.



**Appendix**  
**Machine Count Data Collected Friday, May 21, 2004 and**  
**Saturday, May 22, 2004**

CITY OF CHINO HILLS  
SAPPHIRE ROAD/ELINVAR RAD  
W/ONYX DRIVE  
48 HR DIRECTIONAL VOLUME COUNT

Counts Unlimited Inc.  
909-247-6716

Site Code : 419984  
Start Date: 05/21/2004  
File I.D. : CHSAWOON

Page : 2

Begin Time	EBND		WBND		Combined		Saturday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 05/22	2	3	0	3	2	6	
12:15	0	6	0	6	0	12	
12:30	0	3	2	7	2	10	
12:45	0	2 10	22	0 2	5 21	0 4	15 43
01:00	1	6	1	11	2	17	
01:15	2	2	0	3	2	5	
01:30	1	9	0	3	1	12	
01:45	1	5 4	21	1 2	6 23	2 7	10 44
02:00	0	5	0	5	0	10	
02:15	0	2	0	6	0	8	
02:30	0	7	0	5	0	12	
02:45	1	1 13	27	0 *	2 18	1 1	15 45
03:00	0	9	0	5	0	14	
03:15	0	6	0	4	0	10	
03:30	0	3	0	3	0	6	
03:45	0	* 11	29	0 *	5 17	0 *	16 46
04:00	0	6	0	4	0	10	
04:15	0	6	0	3	0	9	
04:30	0	5	0	4	0	9	
04:45	1	1 3	20	0 *	4 15	1 1	7 35
05:00	0	6	1	5	1	11	
05:15	0	10	0	7	0	17	
05:30	0	1	1	4	1	5	
05:45	1	1 7	24	1 3	4 20	2 4	11 44
06:00	2	5	4	7	6	12	
06:15	0	2	0	4	0	6	
06:30	1	5	1	7	2	12	
06:45	2	5 5	17	2 7	3 21	4 12	8 38
07:00	1	6	4	2	5	8	
07:15	3	8	4	5	7	13	
07:30	2	8	7	4	9	12	
07:45	8	14 3	25	5 20	5 16	13 34	8 41
08:00	4	6	2	5	6	11	
08:15	3	4	5	4	8	8	
08:30	3	6	7	5	10	11	
08:45	4	14 2	18	3 17	2 16	7 31	4 34
09:00	3	5	4	3	7	8	
09:15	5	2	7	3	12	5	
09:30	3	6	6	2	9	8	
09:45	2	13 7	20	5 22	4 12	7 35	11 32
10:00	7	0	7	2	14	2	
10:15	12	2	5	3	17	5	
10:30	6	3	2	1	8	4	
10:45	5	30 5	10	7 21	1 7	12 51	6 17
11:00	9	3	7	1	16	4	
11:15	4	3	6	0	10	3	
11:30	7	1	7	2	14	3	
11:45	5	25 1	8	5 25	0 3	10 50	1 11
Totals	111	241	119	189	230	430	
Day Totals		352		308		660	
Split %	48.2%	56.0%	51.7%	43.9%			

Peak Hour	10:15	02:30	10:45	12:15	10:15	12:15
Volume	32	35	27	29	53	54
P.H.F.	.66	.67	.96	.65	.77	.79

CITY OF CHINO HILLS  
SAPPHIRE ROAD/BLINVAR RAD  
W/ONYX DRIVE  
48 HR DIRECTIONAL VOLUME COUNT

Counts Unlimited Inc.  
909-247-6716

Site Code : 419984  
Start Date: 05/21/2004  
File I.D. : CHSAWOON  
Page : 1

Begin Time	EBND		WBND		Combined		Friday					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 05/21	1	3	0	2	1	5						
12:15	1	1	0	3	1	4						
12:30	0	4	0	2	0	6						
12:45	0	2	3	11	1	3	21					
01:00	0	2	0	3	0	5						
01:15	0	4	0	1	0	5						
01:30	0	4	0	8	0	12						
01:45	1	1	10	20	2	2	15	37				
02:00	0	3	0	3	0	6						
02:15	0	4	0	2	0	6						
02:30	1	10	0	20	1	30						
02:45	0	1	8	25	0	*	12	37	62			
03:00	0	30	0	11	0	1	20	62				
03:15	0	13	0	6	0	19						
03:30	0	5	0	2	0	7						
03:45	0	*	6	54	0	*	3	22	0	*	9	76
04:00	0	6	0	5	0	11						
04:15	0	4	0	7	0	11						
04:30	0	9	1	3	1	12						
04:45	1	1	6	25	2	3	7	22	3	4	13	47
05:00	0	7	1	1	1	8						
05:15	0	7	3	5	3	12						
05:30	0	13	4	5	4	18						
05:45	0	*	6	33	3	11	9	20	3	11	15	53
06:00	0	10	5	3	5	13						
06:15	1	4	4	2	5	6						
06:30	5	7	8	8	13	15						
06:45	1	7	5	26	12	29	7	20	13	36	12	46
07:00	4	7	15	3	19	10						
07:15	4	7	15	5	19	12						
07:30	3	6	12	4	15	10						
07:45	8	19	5	25	28	70	2	14	36	89	7	39
08:00	13	2	23	0	36	2						
08:15	8	5	4	2	12	7						
08:30	3	5	8	0	11	5						
08:45	4	28	3	15	7	42	2	4	11	70	5	19
09:00	4	4	3	4	7	8						
09:15	2	6	9	5	11	11						
09:30	4	3	5	3	9	6						
09:45	1	11	2	15	3	20	2	14	4	31	4	29
10:00	1	4	2	4	3	8						
10:15	3	4	4	5	7	9						
10:30	3	1	4	2	7	3						
10:45	1	8	4	13	3	13	0	11	4	21	4	24
11:00	3	3	3	2	6	5						
11:15	5	2	7	0	12	2						
11:30	7	2	6	1	13	3						
11:45	3	18	2	9	1	17	2	5	4	35	4	14
Totals	96	271	207	196	303	467						
Day Totals		367		403		770						
Split %	31.6%	58.0%	58.3%	41.9%								

Peak Hour	07:30	02:30	07:15	02:30	07:15	02:30
Volume	32	61	78	49	106	110
P.H.F.	.61	.50	.69	.61	.73	.67

CITY OF CHINO HILLS  
ELINVAR DRIVE  
S/MOONSTONE ROAD  
48 HR DIRECTIONAL VOLUME COUNT

Counts Unlimited Inc.  
909-247-6716

Site Code : 419935  
Start Date: 05/21/2004  
File I.D. : CHLSOMO  
Page : 2

Begin Time	NBND		SBND		Combined		Saturday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 05/22	0	3	2	4	2	7	
12:15	0	10	0	8	0	18	
12:30	2	11	0	6	2	17	
12:45	0	2	0	2	0	4	56
01:00	1	16	1	7	2	23	
01:15	0	5	2	3	2	8	
01:30	0	5	1	12	1	17	
01:45	1	2	1	5	2	7	56
02:00	0	8	0	6	0	14	
02:15	0	8	0	3	0	11	
02:30	0	4	0	9	0	13	
02:45	0	*	1	1	1	1	57
03:00	0	4	0	15	1	19	
03:15	0	6	0	15	0	19	
03:30	0	5	0	5	0	11	
03:45	0	*	0	11	0	*	58
04:00	0	6	0	8	0	14	
04:15	0	3	0	9	0	12	
04:30	0	7	0	7	0	14	
04:45	0	*	1	1	1	1	48
05:00	1	5	0	8	1	13	
05:15	0	9	0	10	0	19	
05:30	1	5	0	1	1	6	
05:45	1	3	1	1	2	4	57
06:00	4	7	2	6	6	13	
06:15	0	8	2	2	2	10	
06:30	2	8	4	6	6	14	
06:45	3	9	5	13	8	22	47
07:00	4	3	3	7	7	10	
07:15	6	10	5	10	11	20	
07:30	8	4	4	7	12	11	
07:45	6	24	11	23	17	47	55
08:00	3	6	5	6	8	12	
08:15	7	4	5	4	12	8	
08:30	9	4	4	6	13	10	
08:45	5	24	9	23	14	47	35
09:00	8	3	8	5	16	8	
09:15	10	3	7	1	17	4	
09:30	8	2	9	7	17	9	
09:45	11	37	10	34	21	71	32
10:00	12	2	11	1	23	3	
10:15	6	3	11	2	17	5	
10:30	3	1	6	3	9	4	
10:45	13	34	7	35	20	69	18
11:00	9	1	10	3	19	4	
11:15	8	0	7	3	15	3	
11:30	9	2	6	1	15	3	
11:45	7	33	6	29	13	62	11
Totals	168	248	167	282	335	530	
Day Totals		416		449		865	
Split %	50.1%	46.7%	49.8%	53.2%			

Peak Hour	09:15	12:15	09:30	02:30	09:15	12:15
Volume	41	43	41	44	78	72
P.H.F.	.85	.67	.93	.73	.84	.78

CITY OF CHINO HILLS  
ELINVAR DRIVE  
S/MOONSTONE ROAD  
48 HR DIRECTIONAL VOLUME COUNT

Counts Unlimited Inc.  
909-247-6716

Site Code : 419935  
Start Date: 05/21/2004  
File I.D. : CHBL50M0  
Page : 1

NORTH/SOUTH

Begin Time	NBND		SBND		Combined		Friday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 05/21	0	2	0	4	0	6	
12:15	0	3	1	2	1	5	
12:30	1	1	2	4	3	5	
12:45	1	2	3	9	4	7	23
01:00	0	6	0	3	0	10	
01:15	0	4	0	4	0	9	
01:30	0	9	0	4	0	13	
01:45	1	1	6	25	1	17	49
02:00	0	3	0	2	0	5	
02:15	0	2	0	4	0	6	
02:30	0	22	2	11	2	33	
02:45	0	*	14	41	0	27	71
03:00	0	13	0	2	0	42	
03:15	0	9	0	29	0	20	
03:30	0	3	0	11	0	8	
03:45	0	*	4	29	0	9	79
04:00	0	4	0	5	0	10	
04:15	0	9	0	6	0	14	
04:30	1	2	0	5	0	11	
04:45	2	3	7	22	1	14	49
05:00	1	1	0	11	1	12	
05:15	3	7	2	10	5	17	
05:30	4	5	5	16	9	21	
05:45	3	11	7	20	0	16	66
06:00	5	4	0	7	3	15	
06:15	4	3	1	11	5	6	
06:30	10	10	4	8	14	18	
06:45	12	31	8	25	2	17	56
07:00	16	4	4	9	20	13	
07:15	14	5	7	6	21	11	
07:30	14	5	3	6	17	11	
07:45	27	71	2	16	8	8	43
08:00	24	2	14	22	6	4	
08:15	5	5	11	2	38	4	
08:30	8	1	3	9	16	14	
08:45	8	45	3	11	3	4	28
09:00	2	4	5	34	3	6	
09:15	10	2	4	17	7	8	
09:30	3	1	5	2	14	8	
09:45	3	18	2	9	2	3	23
10:00	5	4	2	16	5	4	
10:15	4	5	1	5	6	9	
10:30	8	2	3	2	7	7	
10:45	4	21	1	12	4	3	25
11:00	3	2	1	9	5	6	
11:15	7	0	3	3	13	5	
11:30	7	1	8	2	6	2	
11:45	1	18	2	5	8	3	14
Totals	221	224	123	302	344	526	
Day Totals		445		425	870		
Split %	64.2%	42.5%	35.7%	57.4%			

Peak Hour	07:15	02:30	07:30	02:30	07:15	02:30
Volume	79	58	36	64	111	122
P.H.F.	.73	.65	.64	.55	.73	.72