



155 Grand Avenue, Suite 505
Oakland, CA 94612
P 510.839.1742

Technical Memorandum

May 3, 2022

Project# 26991

To: Matt Luttrell, Engineering Manager
City of Lafayette
3675 Mt Diablo Blvd, Suite 210
Lafayette, California 94549

From: Amanda Leahy, AICP; Andrew McIntyre; Joel Amarillas; and Wade Scarbrough, PE

CC: Mike Moran, Director of Engineering and Public Works

RE: Safe Route to Acalanes High School

PLEASANT HILL ROAD MULTI-USE PATHWAY CONCEPT DESIGN STUDY

Contents

Pleasant Hill Road Multi-Use Pathway Concept Design Study.....	1
Executive Summary.....	2
Key Findings.....	2
Introduction	8
Project Background & Scope.....	8
Analysis Methodology	10
Existing Conditions.....	11
Pedestrian and Bicycle Facilities	11
Transit	11
Vehicles	12
Design Concepts.....	19
Vehicle Delay and Queue Analysis.....	23
Pleasant Hill Road at Deer Hill Road/Stanley Boulevard	23
Pleasant Hill Road at Mt Diablo Boulevard	27
Changes to Travel Time.....	30

Executive Summary

The Pleasant Hill Road Multi-Use Pathway between Deer Hill Road/Stanley Boulevard and Mt Diablo Boulevard presents an exciting opportunity to transform Pleasant Hill Road to a safer and more comfortable street for walking and biking.

Kittelson & Associates, Inc. (Kittelson) conducted a transportation study to investigate the feasibility of installing a multi-use pathway (MUP) within the median of Pleasant Hill Road between Deer Hill Road/Stanley Boulevard and Mt Diablo Boulevard. The proposed design concept features a 14-foot wide MUP that would be separated from vehicle traffic by vertical barriers on either side. The design concept maintains the overall existing roadway width (curb-to-curb) and lane numbers within the Caltrans' jurisdiction boundary. Additionally, the proposed cross section conforms to applicable Caltrans' design standards. A strip map showing the MUP design concept for the project corridor is presented in Appendix C.

This study includes an analysis of existing and future vehicle traffic and parking conditions to support development and refinement of concept designs and evaluate the potential effects of the project on peak hour vehicle delay and queue lengths. This study presents an evaluation of the following scenarios:

- **Baseline Conditions.** The baseline scenario represents existing conditions along Pleasant Hill Road. The street is configured as a four-lane divided north-south roadway with two vehicle lanes in each direction and a median with left-turn lanes. The northbound left-turn lane at Deer Hill Road/Stanley Boulevard would be lengthened relative to existing conditions, consistent with current streetscape plans provided by the City. Class II bike lanes and on-street parking are generally provided on both sides of the street.
- **Concept #1 – Staged Crossing.** Concept #1 would install a center-running two-way multi-use path and remove the northbound right-turn pocket at Stanley Road-Deer Hill Road. In addition, the bike lane in the northbound direction would be eliminated. This design concept would provide conventional crosswalk layouts and signal phasing. Pedestrians and cyclists would access the MUP by crossing to the median via a new crosswalk on the north leg at Mt Diablo Boulevard and via the existing crosswalk on the south leg at Deer Hill Road/Stanley Boulevard. This concept would require relatively minor changes to the existing signal phasing schemes and timing at each intersection.
- **Concept #2 – Scramble Crossing.** Concept #2 would install a center-running two-way multi-use path and remove the northbound right-turn pocket at Stanley Road-Deer Hill Road. In addition, the bike lane in the northbound direction would be eliminated. This design concept would provide an exclusive pedestrian phase, commonly referred to as a "pedestrian scramble," in which all vehicles are stopped when pedestrians are given a WALK indication. Under this concept, pedestrians and cyclists may cross diagonally to the MUP in the median.

KEY FINDINGS

This analysis resulted in the following key findings.

Existing Parking Utilization

- An inventory of available vehicle parking spaces on the project corridor and adjacent streets within the project vicinity identified a total supply of approximately 328 spaces. Utilization counts revealed the occupancy ranges between 14% and 30% over the course of a typical day. Occupancy rates for the on-street parking on Pleasant Hill Road averaged 15%, with a peak utilization of 20% (49 of 61 spaces available).

Vehicle Delay and Queue Analysis

PLEASANT HILL ROAD AT DEER HILL ROAD/STANLEY BOULEVARD

Baseline Conditions

- **Overall Intersection Operations** – The intersection currently operates acceptably during the AM peak period with drivers experiencing about 46 seconds of delay on average. However, during the PM peak period, delay reaches over 80 seconds as the demand exceeds the intersection's capacity.
- **Pleasant Hill Road Approaches** - During the AM peak period, vehicle delay for northbound and southbound through and right movements are relatively low, ranging from 25 to 50 seconds. Left turn movements for both northbound and southbound vehicles see longer delays of around 1 minute, 10 seconds. 95th percentile vehicles queues¹ are longest for the through movements, with the northbound through movement seeing about 450 feet (about 18 vehicle lengths) and the southbound queue seeing about 1,075 feet (about 43 vehicle lengths).

During the PM peak period, operations for the northbound through movement degrade considerably, with delay reaching almost 2 minutes, 30 seconds. This movement also sees the longest queue during the PM peak hour, reaching back about 1,575 feet (63 vehicle lengths), possibly to the CA-24 WB loop ramps. Other movements see delays similar to those seen during the AM peak hour.
- **Deer Hill Road/Stanley Boulevard Approaches** - During the AM peak period, delay for eastbound movements range from 61 to 63 seconds and delay for westbound movements range from 62 to 73 seconds. Eastbound 95th percentile queues range from 200 to 250 feet (8 to 10 vehicle lengths) and westbound queues range from 200 to 350 feet (8 to 14 vehicle lengths).

During the PM peak period, delay for eastbound movements range from 39 to 49 seconds, and delay for westbound movements range from 59 to 63 seconds. The eastbound approach sees higher queues during the PM peak period, reaching back 525 feet (21 vehicle lengths) for the left turn movement, far exceeding the storage provided by the dual left turn lanes.

Concept #1 (Staged Crosswalk Signal Phasing)

- **Overall Intersection Operations** – Concept #1 results in a slight increase in overall intersection delay compared to existing conditions. On average, drivers would expect to see less than 2 seconds of added delay during the AM peak hour and about 7 seconds of added delay during the PM peak hour. Signal timing was optimized to account for the removal of the exclusive northbound right turn lane, but the cycle length remained the same as existing conditions for both peak periods. Additional discussion of operations on each approach under Concept #1 is summarized in the following bullets.
- **Pleasant Hill Road Approaches** – During the AM Peak hour, delay for each northbound movement (northbound left-turn, northbound through, and northbound right-turn) would increase by 3 to 9 seconds. Delay on the southbound left-turn movement would increase by 8 seconds while delay for the other two southbound movements (southbound through and southbound right-turn) would decrease slightly. The 95th percentile queues for the northbound through/right movement would extend an additional 225 feet (about 9 vehicle lengths), possibly stretching past Acalanes Avenue. The vehicle queue lengths on the other movements would increase or decrease by about 1 vehicle length (25 feet).

During the PM peak hour, delay for drivers on the northbound approach would not change. Delay on the southbound left-turn movement would increase by 22 seconds. Delay for the other southbound movements (southbound through and southbound right-turn) would change by less than 2 seconds. Similar to the AM peak hour, during the PM peak hour, queues on the northbound through/right

¹ A 95th percentile queue length represents the length (in feet or vehicle lengths) of vehicles stopped at an intersection that would not be exceeded in 95% of signal cycles. In general, it represents the "worst-case scenario" for traffic queues. In this report, any reference to "queues" refers to 95th percentile queue lengths.

movement would increase by about 9 vehicle lengths and queues on the other movements would increase or decrease by about 1 vehicle length (25 feet).

- **Deer Hill Road/Stanley Boulevard Approaches** – Automobile delay and queuing for eastbound movements is expected to remain the same as under existing conditions. Drivers traveling westbound on Stanley Blvd would experience minimal changes to delay and queueing during the AM peak hour. During the PM peak hour, delay for westbound left and through movements would increase by about 20 seconds, and delay for westbound right turn movements would increase by 80 seconds, from about 63 seconds to 143 seconds. The 95th percentile westbound queue lengths would extend an additional 1 to 4 vehicle lengths (25 to 100 feet) during the PM peak hour.

Concept #2 (Pedestrian Scramble Signal Phasing)

- **Overall Intersection Operations** – Concept #2 results in worse vehicle operations performance than existing conditions and Concept #1. On average, drivers would see approximately 22 seconds of added delay during the AM peak hour and about 86 seconds of added delay during the PM peak hour. The length of the signal cycle increases from 150 seconds to 170 seconds in the AM peak period and from 135 seconds to 180 seconds in the PM peak period. An additional signal phase was added to accommodate the exclusive pedestrian movement and timing was optimized. Additional discussion of operations on each approach under Concept #2 is summarized in the following bullets.
- **Pleasant Hill Road Approaches** - Drivers traveling northbound or southbound on Pleasant Hill Road would experience substantial changes in delay and queue lengths during both the AM and PM peak hours compared to existing conditions.

During the AM peak hour, drivers making a northbound left turn at the intersection would experience an additional 35 seconds of delay; northbound drivers traveling through or turning right would experience about 20 more seconds of delay. Southbound left and through movements would experience increases of between 24 and 26 seconds, and the southbound right turn would experience an increase of about 8 seconds. The 95th percentile queues would increase by about 375 feet (or about 15 vehicle lengths) for northbound through/right movements and 275 feet (or about 11 vehicle lengths) for southbound through movements. Southbound left queues increase by about 75 feet to a total of 350 feet, possibly extending past the available left turn pocket storage.

During the PM peak hour, delays on the northbound through and southbound left-turn movements that experience the highest delay under existing conditions would increase by about 2 minutes (northbound through) and over 3 minutes (southbound left). The 95th percentile northbound through/right queues would increase by over 1,000 feet (or 42 vehicle lengths). It is likely that drivers would select an alternate route if delays worsened to this degree. For example, drivers that exited the freeway at this location (1,115 northbound vehicles) may choose to exit at a different location if they observed or experienced this level of queue spillback and delays on Pleasant Hill Road.

- **Deer Hill Road/Stanley Boulevard Approaches** – During the AM peak hour, the westbound left and through movements would experience about 45 additional seconds of delay, with the 95th percentile queues increasing by about 100 feet (or 4 vehicle lengths). Drivers traveling eastbound would experience an increase of between 13 to 18 seconds of delay, depending on the movement, and an increase in queue length of around 50 feet (2 vehicle lengths).

During the PM peak hour, delay for westbound drivers would increase by between about 2 minutes (left and through movements) to almost 4 minutes (right turn movement). Queues increase for eastbound and westbound approaches between 75 and 250 feet (3 to 10 vehicle lengths), potentially stretching past the second driveway to Acalanes High School on the westbound approach on Stanley Blvd.

PLEASANT HILL ROAD AT MT DIABLO BOULEVARD

Baseline Conditions

- **Overall Intersection Operations** - The intersection currently operates acceptably during both the AM and PM peak periods with drivers experiencing between 22 (AM) and 29 seconds (PM) of delay on average.
- **Pleasant Hill Road Approaches** - During the AM peak hour, vehicle delay for northbound and southbound through and right movements are relatively low, ranging from 6 to 17 seconds. The northbound left turn movement sees longer delays of around 49 seconds. Vehicles queues range from 125 feet (5 vehicle lengths) for the northbound through movement to 300 feet (12 vehicle lengths) for the northbound left turn, which extends into the intersection with Old Tunnel Road. Traffic operations during the PM peak period are similar to the AM peak period. Delay for the northbound through, northbound right, and southbound through movements are all below 26 seconds, and delay for the northbound left turn reaches about 40 seconds. Queuing is also similar to the AM peak period, ranging from 175 feet (7 vehicles lengths) for the northbound through movement to 225 feet (9 vehicle lengths) for the northbound left turn.
- **Mt Diablo Boulevard Approach** - Vehicles approaching the intersection from Mt Diablo Boulevard experience between 46 and 48 seconds of delay during the AM peak period for all movements. Maximum queues extend about 225 feet (9 vehicle lengths); given that there is room for approximately 8 vehicles (200 feet) to queue in the eastbound left-turn lane, queues may occasionally extend beyond the turn pocket.

During the PM peak period, eastbound through and eastbound right movements experience 44 and 49 seconds of delay, respectively, and left turn movements experience 29 seconds of delay. Similar to the AM peak period, the left turn storage area (200 feet or 8 vehicles) may not be able to contain the maximum left turn queue lengths (225 feet or 9 vehicle lengths). Queuing for the eastbound through and eastbound right turns are higher than during the AM peak period, extending 400 feet (16 vehicles) and 375 feet (15 vehicles), respectively.

Concept #1 (Staged Crosswalk Signal Phasing)

- **Overall Intersection Operations** – Concept #1 results in minor changes to overall intersection operations. On average, drivers would expect to experience less than 5 seconds of added delay during the AM peak hour and about 4 seconds of added delay during the PM peak hour. During the both the AM and PM peak periods, increases in 95th percentile queue length on the eastbound approach may extend beyond the existing left-turn pocket and block the through travel lane. To reduce the delays and risk of rear-end crashes that may result from queue spillback, the left turn pocket could be extended by an additional 100 feet, providing 300 feet of storage (12 vehicle lengths), which would better accommodate queues. Additional evaluation would need to be conducted to assess the feasibility of removing the existing landscaped median while optimizing signal timing to manage queues.
- **Pleasant Hill Road Approaches** - During the AM peak period, delay for northbound movements increases by about 4 to 13 seconds and delay for southbound movements would increase by about 5 seconds. The 95th percentile queue lengths would increase by 1 to 3 vehicle lengths (25 to 75 feet). During the PM peak period, delay decreases slightly for all movements except for the northbound left, which would increase by about 17 seconds. The 95th percentile queues increase by between 1 and 2 vehicle lengths (25 to 50 feet).
- **Mt Diablo Boulevard Approach** – During the AM peak hour, drivers making a left turn from Mt Diablo Blvd to Pleasant Hill Road would experience an increase in delay of about 24 seconds and an increase in queue lengths of about 2 vehicles (50 feet). The other movements would have slightly shorter delays and queues than under existing conditions.

During the PM peak hour, drivers making an eastbound left turn would experience about 43 additional seconds of delay compared to existing conditions. The 95th percentile queues would extend an additional 6 vehicle lengths (150 feet) to 375 feet (15 vehicle lengths). Given that there is room for approximately 8 vehicles (200 feet) to queue on the eastbound approach, queues may extend beyond the turn pocket and block the through lane. Delay for the other movements (eastbound through and eastbound left) decreases slightly and queues increase by about 25 feet (1 vehicle).

Concept #2 (Pedestrian Scramble Signal Phasing)

- **Overall Intersection Operations** – Concept #2 results in worse vehicle operations performance than existing conditions and Concept #1. On average, drivers would expect to experience approximately 9 seconds of added delay during the AM peak hour and about 16 seconds of added delay during the PM peak hour. During the AM and PM peak hour, delays for drivers on the northbound approach would increase by 6 seconds (AM) and 12 seconds (PM), the southbound approach by 5 seconds (AM) and 12 seconds (PM), and the eastbound approach by 18 seconds (AM) and 24 seconds (PM).

Similar to Concept #1, increases in 95th percentile queue length on the eastbound approach may extend beyond the existing left-turn pocket and block the through travel lane. The turn pocket could potentially be extended by up to 100 feet. Additional evaluation would need to be conducted to assess the feasibility of removing the existing median and optimizing signal timing to manage queues.

- **Pleasant Hill Road Approaches** - Increases in delays for northbound and southbound through movements (compared to existing conditions) are less than 10 seconds during the AM and PM peak hours. Delay impacts for the northbound left-turn movement are more substantial, with increases of 20 and 24 seconds during the AM and PM peak hours, respectively. Queue lengths in the northbound left-turn lane would increase by an additional 100 feet, extending well beyond the Old Tunnel Road intersection.
- **Mt Diablo Blvd Approach** - During the AM peak hour, eastbound drivers approaching Pleasant Hill Road would experience an increase in delay of about 17 to 19 seconds and an increase in queue lengths of about 2 to 3 vehicles (50 to 75 feet) during the AM peak hour.

During the PM peak hour, eastbound drivers would experience about 17 (left turn movement) to 27 (right turn movement) additional seconds of delay compared to existing conditions. The 95th percentile queues for the eastbound left turn would extend an additional 125 feet for a total queue length of about 350 feet (14 vehicle lengths). Given that there is room for approximately 8 vehicles (200 feet) to queue on the eastbound approach, queues may extend beyond the turn pocket and block the through lane. Queues would extend an additional 7 to 8 vehicles (175 to 200 feet) for eastbound through and right movements.

Changes to Travel Time

Changes to travel time were estimated by summing the expected changes in delay for consecutive movements along each route for the concepts and existing conditions. As shown in the following table, Concept #1 would result in minor changes to travel times of less than 10 seconds on most routes during the AM and PM peak hours and a maximum increase in travel times of up to 43 seconds for drivers making an eastbound left-turn at Mt Diablo Boulevard and continuing north through Deer Hill Road/Stanley Boulevard during the PM peak hour. Concept #2 would increase travel times by between 18 and 50 seconds during the AM peak hour and by between 27 and 147 seconds during the PM peak hour.

Scenario	Route/Movements	Concept #1 Increase in Travel Time (Sec/Veh)	Concept #2 Increase in Travel Time (Sec/Veh)
AM PEAK HOUR	NB Thru @ Mt. Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	14	26
	SB Thru @ Deer Hill Rd/Stanley Blvd SB Thru @ Mt. Diablo Blvd;	2	29
	EB Left @ Mt Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	31	38
	EB Right @ Deer Hill Rd; SB Thru @ Mt Diablo Blvd	5	18
	WB Left @ Stanley Blvd; SB Thru @ Mt Diablo Blvd	7	50
PM PEAK HOUR	NB Thru @ Mt. Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	-1	136
	SB Thru @ Deer Hill Rd/Stanley Blvd SB Thru @ Mt. Diablo Blvd;	-4	29
	EB Left @ Mt Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	43	144
	EB Right @ Deer Hill Rd; SB Thru @ Mt Diablo Blvd	0	27
	WB Left @ Stanley Blvd; SB Thru @ Mt Diablo Blvd	20	147

Introduction

PROJECT BACKGROUND & SCOPE

The Pleasant Hill Road Multi-Use Pathway between Deer Hill Road/Stanley Boulevard and Mt Diablo Boulevard presents an exciting opportunity to transform Pleasant Hill Road to a safer and more comfortable street for walking and biking. The community-proposed center-running two-way multi-use path is an innovative design concept that would separate people walking and biking and eliminate conflicts with freeway-bound traffic at the ramp intersections.

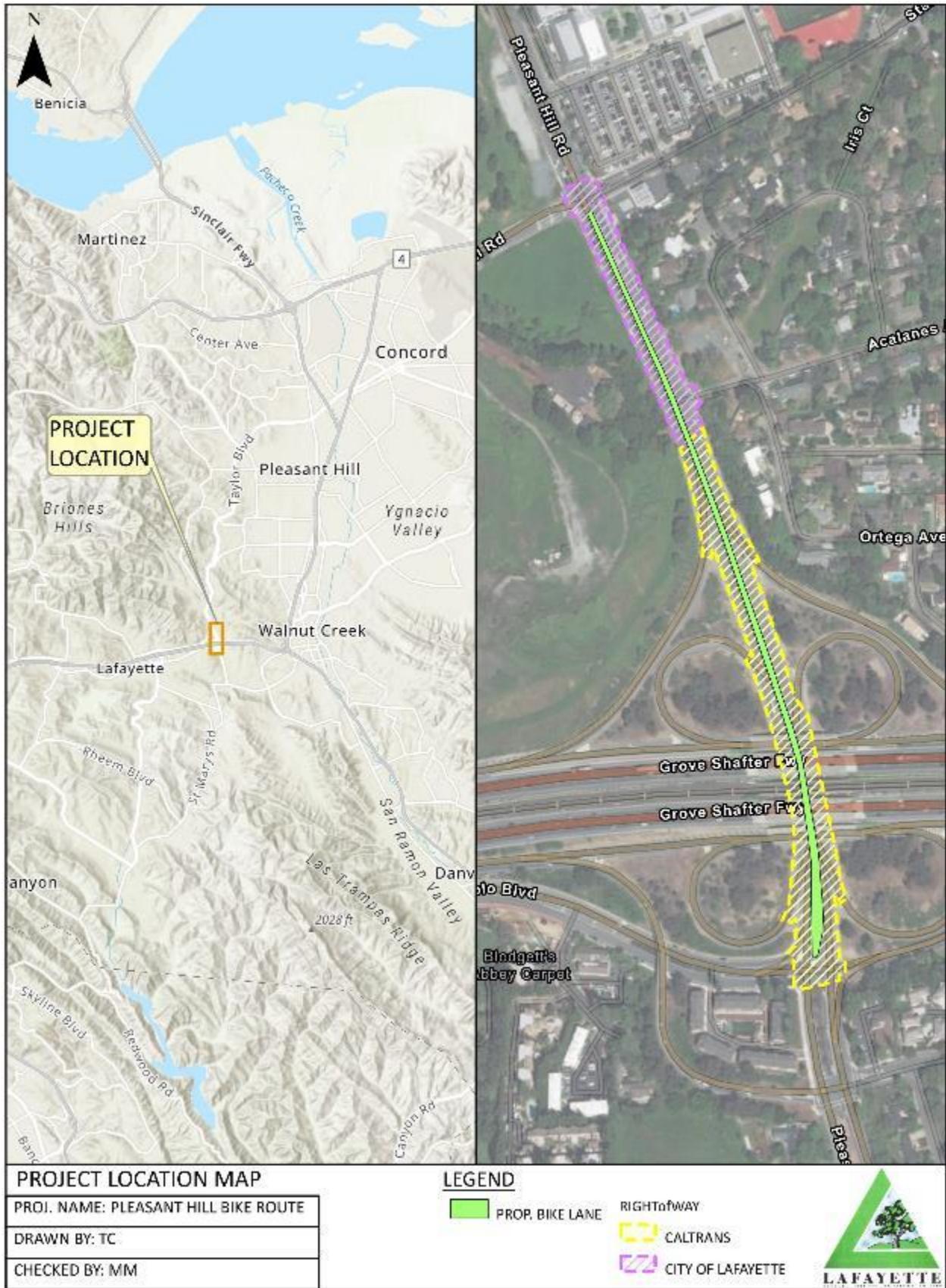
The purpose of this transportation study is to investigate the feasibility of installing a multi-use pathway within the median of Pleasant Hill Road between Deer Hill Road/Stanley Boulevard and Mt Diablo Boulevard. Also included within the study area is the CA-24 interchange, with an eastbound entrance ramp that intersects Pleasant Hill Road opposite the Mt Diablo Boulevard intersection, and additional loop ramps and diagonal ramps intersecting the roadway at uncontrolled terminal locations between the signals.

Figure 1 displays the project location and right-of-way jurisdictions within the study area.

This memorandum is organized as follows:

- Executive Summary
- Introduction
- Existing Conditions
- Design Concepts
- Vehicle Delay and Queue Analysis

Figure 1. Project Location Map



ANALYSIS METHODOLOGY

A number of performance measures are used to gauge the overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler. A brief description of the key performance measures used in this report is provided below:

- Volume-to-capacity ratio (V/C) compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A V/C ratio of 1.0 indicates an intersection is operating at capacity. A V/C ratio over 1.0 indicates the intersection's capacity is exceeded, meaning that a vehicle may have to wait more than one signal cycle length at a signalized intersection before moving through the intersection.
- Level of service (LOS) uses an "A" to "F" ranking based on the average control delay experienced by motorists. LOS "A" conditions have very low vehicle delay times (10 seconds or less), while LOS "F" conditions have high delay times that are considered unacceptable to most drivers. Table 1 provides a more detailed description of the LOS criteria.

Table 1. Intersection Level of Service Definitions

LOS	Description of Traffic Conditions	Average Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	LOS A represents free flow travel with excellent levels of comfort and convenience and the freedom to maneuver.	≤10.0	≤10.0
B	LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	>10.0 and ≤20.0	>10.0 and ≤15.0
C	LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.	>20.0 and ≤35.0	>15.0 and ≤25.0
D	LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	>35.0 and ≤55.0	>25.0 and ≤35.0
E	LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.	>55.0 and ≤80.0	>35.0 and ≤50.0
F	LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	>80.0	>50.0

Intersection operations were evaluated using the Highway Capacity Manual, 6th Edition, as implemented by Vistro 2022.

Existing Conditions

The existing conditions analysis identifies field conditions and current operational, traffic control, and geometric characteristics of transportation facilities within the study area. Kittelson visited the project area and inventoried the existing roadway to identify lane configurations, traffic control devices, bicycle and pedestrian facilities, transit stops, geometric features, sight distances, and adjacent land uses.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are present along both sides of Pleasant Hill Road from Mt Diablo to just south of Acalanes Avenue. North of Acalanes Avenue to Deer Hill Road/Stanley Boulevard, sidewalks are only present on the east side. Marked crosswalks are provided at the two signalized study intersections, except for the north legs at both Mt. Diablo Boulevard and Deer Hill Road/Stanley Boulevard. Additionally marked crosswalks across the CA-24 entrance and exit ramps are provided at the each of unsignalized ramp terminal locations. There are no crossings of Pleasant Hill Road within the segment between Deer Hill Road/Stanley Boulevard and Mt Diablo Boulevard.

Class II bicycle lanes are present along the east side of Pleasant Hill Road, except between the CA-24 loop ramps where a shared travel lane is marked for bicycle use, and along the west side, south of the CA-24 EB loop on-ramp. North of the loop ramp, a marked bike route is present along the west side. Due to the interchange configuration and resulting entering, exiting, and weaving of traffic to/from the CA-24 ramps, there are several segments along Pleasant Hill Road on which bicycles and vehicles are in a shared lane. Given the volume, speed, and complexity of traffic movements in this segment, the shared roadway situation creates potential for conflicts between people walking, biking, and driving.

During the AM peak hour, pedestrian volumes at the intersection of Pleasant Hill Road/Deer Hill Road/Stanley Boulevard peak between 20 and 30 pedestrian crossings per hour; the afternoon school commute period sees the highest pedestrian volumes, peaking between 50 and 60 pedestrian crossings per hour between 2:45 p.m. and 4:00 p.m. Bicycle volumes are relatively low, with between 5 and 8 bicyclists moving through the intersection per hour during the weekday AM and PM periods.

At the Pleasant Hill Road/Mt Diablo Boulevard intersection, pedestrian volumes peak between 20 and 25 pedestrian crossings per hour during the AM peak and between 55 and 60 pedestrian crossings per hour during the afternoon school commute period. There are fewer people observed crossing during the traditional PM peak. Bicycle volumes peak around 10 per hour during both the AM peak and the afternoon school commute peak.

TRANSIT

Local bus service is provided by County Connection, which serves several communities in central Contra Costa County with fixed-route and paratransit bus service. Currently, the only local fixed route in the immediate vicinity of the Project is Route 625 – a school route that serves several area schools, including Acalanes High School on Pleasant Hill Road. A bus stop is present under CA-24 on the west side of Pleasant Hill Road. This bus stop does not appear to be in active use at the time of this study.

The nearest BART station to the Project is located off Deer Hill Road and Happy Valley Road, approximately 1.5 miles west of the project study area.

VEHICLES

Daily Traffic Counts

Twenty-four (24) hour vehicle counts were conducted along Pleasant Hill Road between Mt Diablo Boulevard and Deer Hill Road/Stanley Boulevard on Tuesday, February 8th and Wednesday, February 9th, 2022. Data collected includes vehicle volumes, speeds, and classification – see Appendix A for volume and speed data sheets.

Average daily traffic (ADT) along the corridor is 22,670 vehicles per day (10,780 northbound and 11,890 southbound). Southbound traffic peaks during the morning between 7:00 a.m. and 9:00 a.m. with a secondary peak occurring around 3:00 p.m., coinciding with the school departures. Northbound vehicle traffic peaks around 2:45 p.m., with smaller peaks occurring during the morning (around 7:30 a.m.) and evening (around 4:30 p.m. and 7:00 p.m.) hours. Figure 2 shows the hourly vehicle traffic flow profile over the 24-hour period.

The corridor sees about 1,855 heavy vehicles daily (including about 880 northbound and 975 southbound). On average, about 8% of northbound and southbound traffic is heavy trucks. Heavy vehicle percentage is lowest during the evening hours between 6:00 p.m. and 11:00 p.m. Figure 3 shows hourly heavy vehicle volumes.

Figure 2. Average Weekday Hourly Traffic Volumes – Pleasant Hill Road

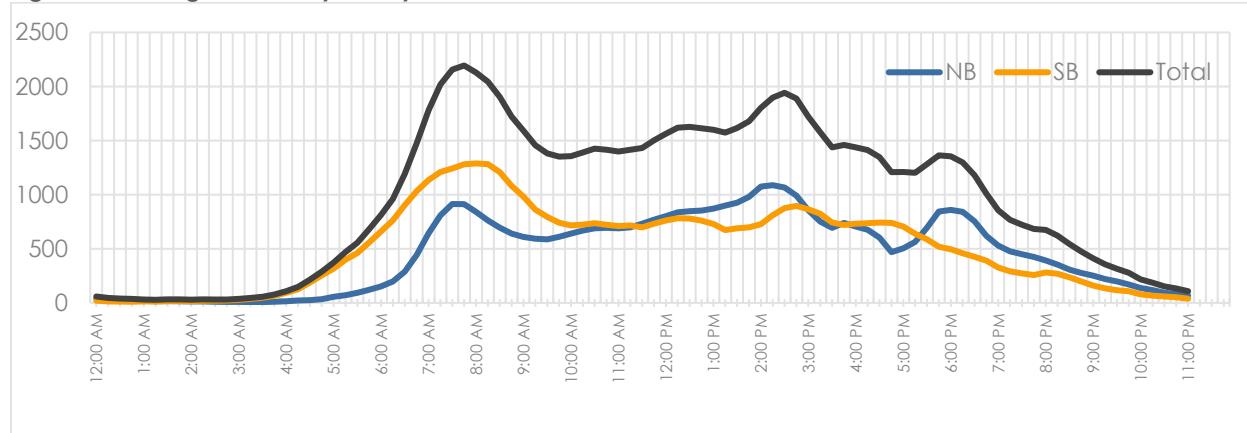
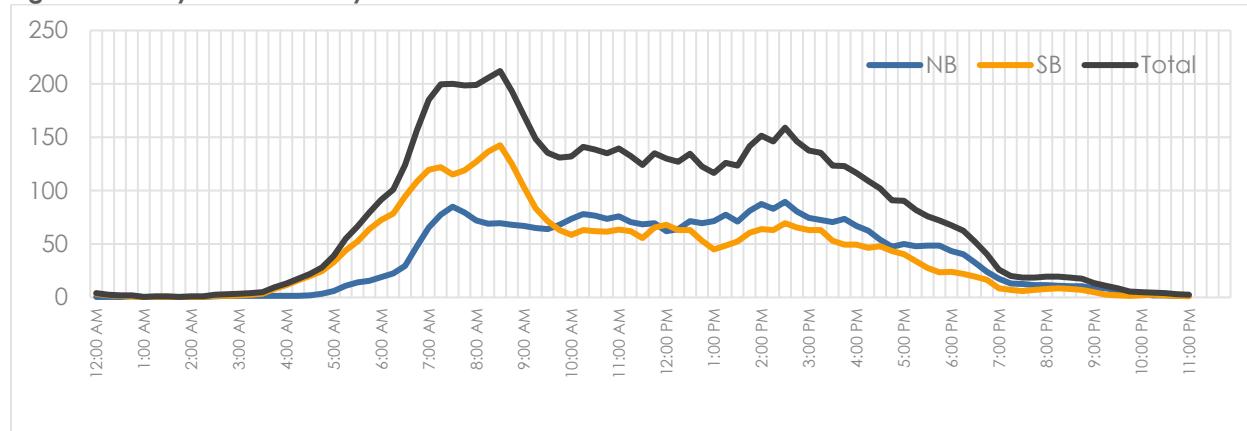


Figure 3. Heavy Vehicle Hourly Volumes – Pleasant Hill Road

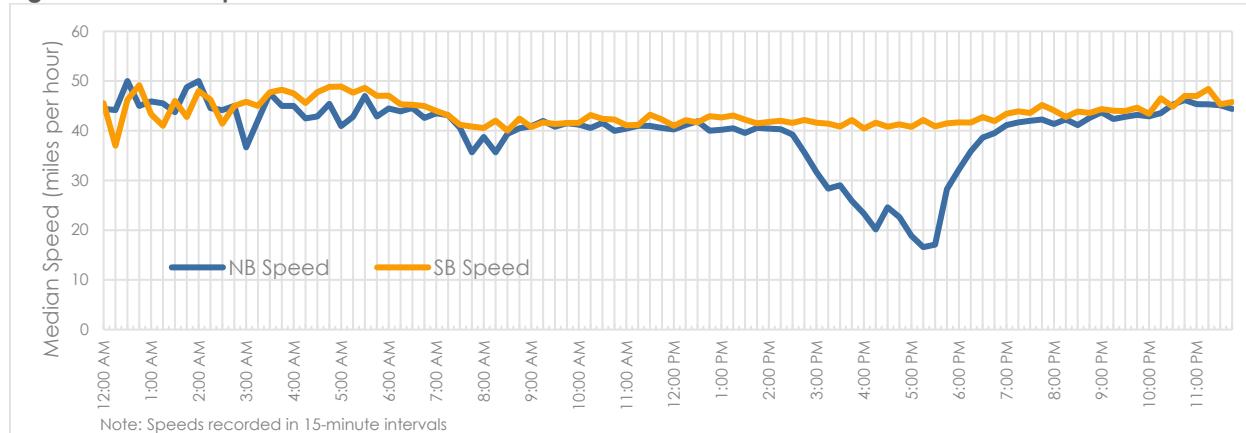


Vehicle Speeds

Vehicle speeds during the morning were observed to be between 40 and 50 miles per hour for both southbound and northbound traffic. Northbound traffic was observed to slow by around 5 miles per hour between 7:30 a.m. and 8:00 a.m. while southbound average vehicle speeds remained relatively consistent. Starting around 2:15 p.m., northbound traffic was observed to steadily slow, dropping to average speeds below 20 miles per hour between 4:45 p.m. and 6:15 p.m.

Maximum speeds observed on the corridor were 61 to 65 miles per hour northbound (observed 8 times over two days) and greater than 76 miles per hour southbound (observed once over two days). Speeds more than 20 miles per hour greater than the posted 35-mile-per-hour speed limit are fairly common, observed 74 times northbound and 211 times southbound over two days.

Figure 4. Median Speeds - Pleasant Hill Road



Parking Utilization Counts

Parking data was collected to understand the existing inventory and availability of parking spaces near the study corridor. Because construction of the multi-use path would result in the removal of on-street vehicle parking spaces on Pleasant Hill Road that are known to be used by employees of the Lafayette Park Hotel & Spa, the parking information was obtained to understand the potential effect of the project on parking supply availability for employees and visitors to businesses on Mt Diablo Boulevard. Information regarding the existing vehicle parking regulations or restrictions was collected along with an inventory of parking spaces for the study corridor (Pleasant Hill Road from Mt Diablo Boulevard to Deer Hill Road/Stanley Boulevard), as well as along roadways within a 10-minute walk of the Lafayette Park Hotel & Spa, located at 3287 Mt Diablo Boulevard. Vehicle occupancy data was collected on a weekday in February between 6:00 a.m. and 7:00 p.m. for the following roadway segments, which are illustrated in Figure 5.

- Pleasant Hill Road – Alta Lane to Stanley Boulevard/Deer Hill Road
- Mt Diablo Boulevard – Brown Avenue to Pleasant Hill Road
- Almanor Lane – Mt Diablo Boulevard to just south of Orchard Valley Lane
- Dyer Drive – Mt Diablo Boulevard to dead end
- Marlene Drive – Carol Lane to dead end
- Public parking lot on Mt Diablo Boulevard

Figure 5. Parking Study Area



A total of 328 parking spaces were counted within the study area. The occupancy rate for the entire area ranges between 14% (282 spaces available) and 30% (230 spaces available), averaging around 25% with 246 spaces available. The highest occupancy rates occurred at the public parking lot on Mt. Diablo Boulevard west of Carol Lane, where occupancy rates reach 81% between 2:00 and 4:00 p.m. (3 of 16 spaces available). Occupancy rates for parking on Pleasant Hill Road remain relatively low throughout the day, averaging around 15% (52 spaces available) and peaking midday at 20% with 49 of the 61 spaces available. Table 2 provides the number and percent of parking spaces available, as collected between 7:00 a.m. and 6:00 p.m. during a midweek day in February 2022.

Table 2. Parking Availability – Percent and Number of Spaces Available

Roadway / Parking Area		7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	11-Hour Avg.
Mt Diablo Blvd. Brown Ave to Pleasant Hill Rd ¹	%	88%	79%	74%	70%	66%	68%	67%	68%	74%	75%	79%	79%	74%
	#	92	83	78	73	69	71	70	71	78	79	83	83	78
Almanor Ln. Mt Diablo Blvd to Orchard Valley Ln	%	79%	85%	79%	67%	64%	61%	64%	64%	67%	61%	67%	64%	68%
	#	26	28	26	22	21	20	21	21	22	20	22	21	22
Dyer Dr. Mt Diablo Blvd to dead end ²	%	89%	81%	76%	81%	83%	74%	80%	80%	80%	80%	91%	93%	82%
	#	48	44	41	44	45	40	43	43	43	43	49	50	44
Marlene Dr. Carol Ln to dead end	%	76%	76%	75%	73%	76%	78%	73%	71%	71%	68%	69%	69%	73%
	#	45	45	44	43	45	46	43	42	42	40	41	41	43
Public Lot. Mt Diablo Blvd	%	94%	75%	81%	75%	50%	31%	37%	19%	19%	37%	31%	50%	50%
	#	15	12	13	12	8	5	6	3	3	6	5	8	8
Pleasant Hill Rd. Alta Ln to Deer Hill Rd	%	90%	85%	84%	85%	82%	80%	80%	87%	77%	90%	92%	90%	85%
	#	55	52	51	52	50	49	49	53	47	55	56	55	52
Study Area	%	86%	80%	77%	75%	73%	70%	71%	71%	72%	74%	78%	79%	75%
	#	282	262	253	246	239	230	233	233	236	243	256	259	246

Note: Restrictions below are present along at least a portion of the roadway extent.

¹ North side – No parking 3AM to 6AM; 2-hour parking 7AM to 6PM. South side – 2-hour parking 7AM to 6PM; 4-hour parking 7AM to 6PM

² North side – No parking 3AM to 6AM. South side – 4-hour parking 7AM to 6PM

Intersection Turning Movement Counts

Intersection turning movement counts were conducted at the study intersections on Thursday, February 3, 2022 during the morning commute peak (7:00 a.m. to 9:00 a.m.) and school/evening commute peak (2:30 p.m. to 6:30 p.m.).

See Appendix A for volume and speed data sheets.

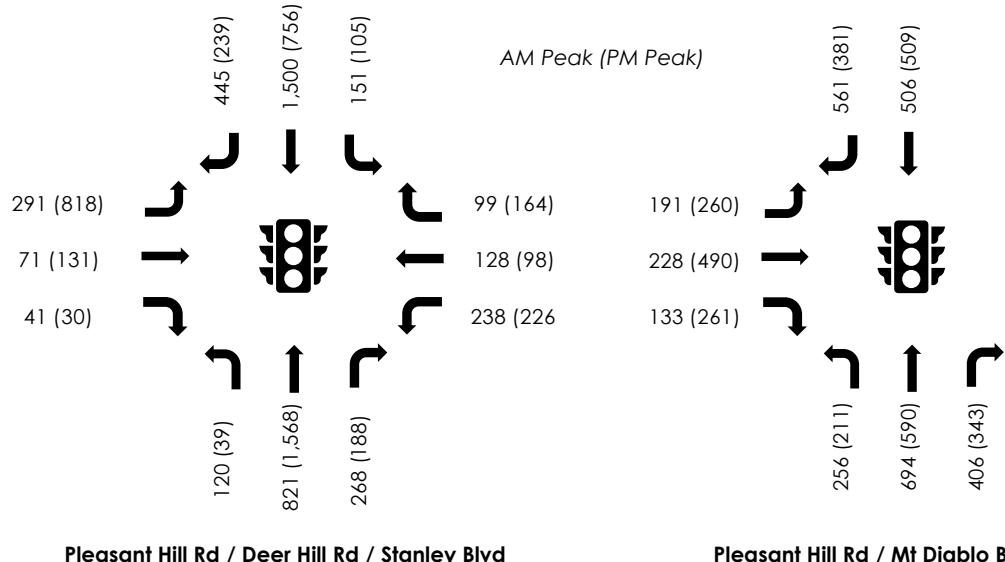
COVID-19 Volume Adjustments

Because the traffic counts were collected during a time when traffic patterns may have been impacted by the ongoing COVID-19 pandemic, adjustments were made to the data to estimate non-COVID conditions. The newly collected counts were compared to traffic counts at the two signalized intersections (Mt Diablo Boulevard; Deer Hill Road/Stanley Boulevard) from a traffic study completed for the Terraces of Lafayette project ("Terraces"), a proposed development on the southwest corner of Pleasant Hill Road/Deer Hill Road/Stanley Boulevard. The Terraces traffic study was completed in late 2018 and used adjusted traffic volumes grown from counts collected in 2011.

The volumes used for the Terraces project were significantly higher than the counts collected in February 2022. To grow the new counts to a level consistent with the Terraces project, a 25% growth factor was applied to the AM and PM volumes. This adjustment retains the existing proportions between turning movements (as of February 2022) but increases the volumes to provide a conservative estimate of pre-COVID conditions.

Figure 6 shows the adjusted AM and PM peak hour volumes for the two signalized intersections.

Figure 6. Analysis Volumes (AM & PM Peak Hour)



Existing Vehicle Delay and Queue Analysis

The level-of-service and volume-to-capacity ratio results for the study intersections under the weekday AM and PM peak hours are shown in Table 3.

Table 4 and

Table 5 provide the average delay and 95th percentile queue lengths for each individual movement, respectively. See Appendix B for Vistro outputs for existing conditions.

As shown in Table 3 and

Table 4, both signalized intersections operate at acceptable levels of service during the study time periods, with the exception of Pleasant Hill Road/Deer Hill Road/Stanley Boulevard during the PM peak hour. The intersection capacity is exceeded, and the overall delay increases to over 82 seconds in the PM peak hour.

During the AM and PM peak hour, drivers approaching the intersection of Pleasant Hill Road/Deer Hill Road/Stanley Boulevard experience about 31 seconds (AM) and 135 seconds (PM) of delay on the northbound approach, 46 seconds (AM) and 34 seconds (PM) of delay on the southbound approach, 62 seconds (AM) and 47 seconds (PM) on the eastbound approach, and 70 seconds (AM) and 60 seconds (PM) on the westbound approach. At Pleasant Hill Road/Mt Diablo Boulevard, drivers experience about 15 seconds (AM) and 19 seconds (PM) of delay on the northbound approach, 17 seconds (AM) and 26 seconds (PM) of delay on the southbound approach, and 47 seconds (AM) and 42 seconds (PM) of delay on the eastbound approach.

Table 5 shows 95th percentile queue lengths for the two study intersections. At Pleasant Hill Road/Deer Hill Road/Stanley Boulevard, maximum queue lengths are observed at the southbound through movement (1,075 feet or about 43 vehicles) during the AM peak hour and at the northbound through movement (1,575 feet or about 63 vehicles) during the PM peak hour. 95th percentile queue lengths at the eastbound approach extend 525 feet (21 vehicle lengths) for the left turn movement, exceeding the storage provided by the dual left turn lanes. At Pleasant Hill Road/Mt Diablo Boulevard, maximum queue lengths are observed at the northbound left movement (300 feet or about 12 vehicles) during the AM peak hour and at the eastbound through movement (400 feet or about 16 vehicles) during the PM peak hour. Maximum queues at the eastbound left turn (225 feet or 9 vehicle lengths during AM and PM peak periods) may extend past the available 200-foot left turn storage.

Table 3. Vehicle Delay and Level of Service Summary – Existing Conditions

Scenario	Intersection	V/C	Delay	LOS
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	0.884	46.1	D
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	0.460	22.6	C
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	1.026	82.2	F
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	0.608	28.7	C

Table 4. Vehicle Delay by Movement (sec/veh) – Existing Conditions

Scenario	Intersection	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	62.9	61.4	61.4	72.5	72.2	62.1	72.4	27.4	25.3	71.4	48.3	30.1
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	46.7	46.6	47.3	-	-	-	49.2	6.4	7.7	-	17.0	0.0
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	48.9	39.1	39.1	59.0	58.9	62.6	65.8	148.1	29.8	72.4	30.4	28.5
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	29.2	44.4	48.5	-	-	-	39.8	13.0	15.4	-	25.5	0.0

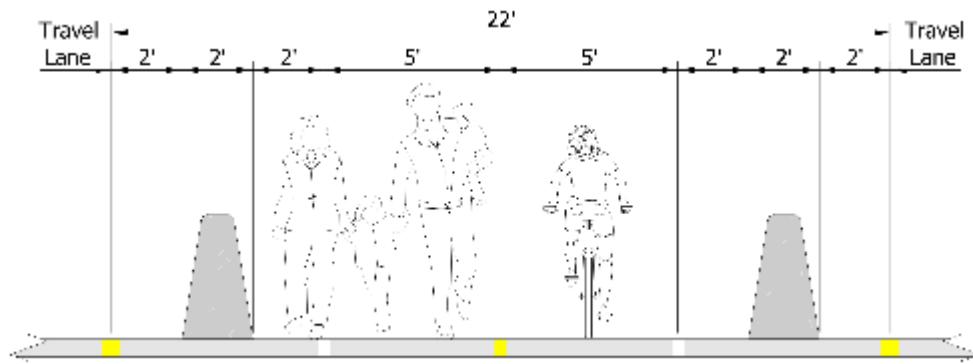
Table 5. 95th Percentile Queue Lengths (ft/in) – Existing Conditions

Scenario	Intersection	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	250	-	200	325	350	200	225	450	300	275	1075	525
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	225	225	225	-	-	-	300	125	175	175	-	-
AM PEAK HOUR	Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd	525	-	200	225	250	250	75	1,575	200	175	375	250
PM PEAK HOUR	Pleasant Hill Rd / Mt Diablo Blvd	225	400	375	-	-	-	225	175	200	200	-	-

Design Concepts

Working together with the City of Lafayette engineering staff, Kittelson developed a design concept for a center-running two-way multi-use path (MUP) within the median of Pleasant Hill Road between Mt Diablo Boulevard and Deer Hill Road/Stanley Boulevard. The design concept features a 14-foot wide MUP that would be protected from traffic by concrete barriers on either side (10-foot striped width plus 2-foot shy on each side). The proposed cross section for the MUP is presented in Figure 7.

Figure 7. Typical MUP Cross Section



The proposed design concept would maintain the overall existing roadway width (curb-to-curb) and lane numbers within the Caltrans' jurisdiction boundary. Additionally, the proposed cross section conforms to applicable Caltrans' design standards for Pleasant Hill Road, including:

- 13-foot width for travel lanes adjacent to exterior curbs.
- 11-foot travel lane width for interior lanes.
- 2-foot shy distance between travel lane and concrete barrier.

A strip map showing the MUP design concept for the project corridor is presented in Appendix C.

At the signalized intersections at either end of the project area, the team developed and evaluated two concepts for addressing pedestrian and bicycle crossings from the exterior corners to the MUP in the median, as described below.

- **Concept #1 – Staged Crossing.** This concept would provide conventional crosswalk layouts and signal phasing. Pedestrians and cyclists would access the MUP by crossing to the median via a new crosswalk on the north leg of the Pleasant Hill Road/Mt Diablo Boulevard intersection and via the existing crosswalk on the south leg at the Pleasant Hill Road/Deer Hill Road/Stanley Boulevard intersection. This concept would require relatively minor changes to the existing signal phasing schemes and timing at each intersection.
- **Concept #2 – Scramble Crossing.** This concept would provide an exclusive pedestrian phase, commonly referred to as a “pedestrian scramble,” in which all vehicles are stopped when pedestrians are given a WALK indication. Under this concept, pedestrians and cyclists may cross diagonally to the MUP in the median.

Figures 8-11 display design concept for the two study intersections under each of the two design concepts, respectively.

Figure 8. Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd Intersection Design Concept 1 - Staged Crossing

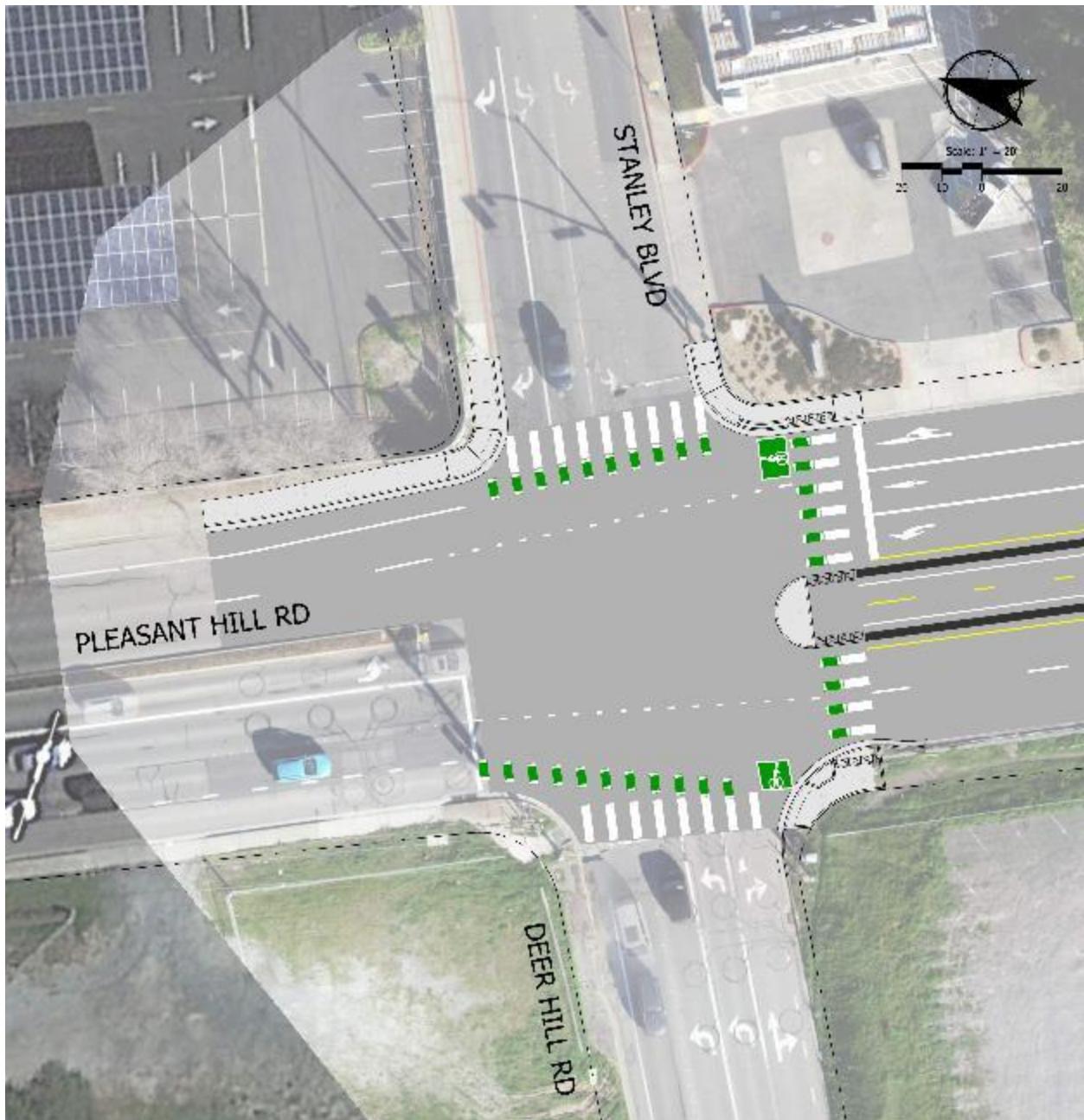


Figure 9. Pleasant Hill Rd / Mt Diablo Blvd Intersection Design Concept 1 - Staged Crossing

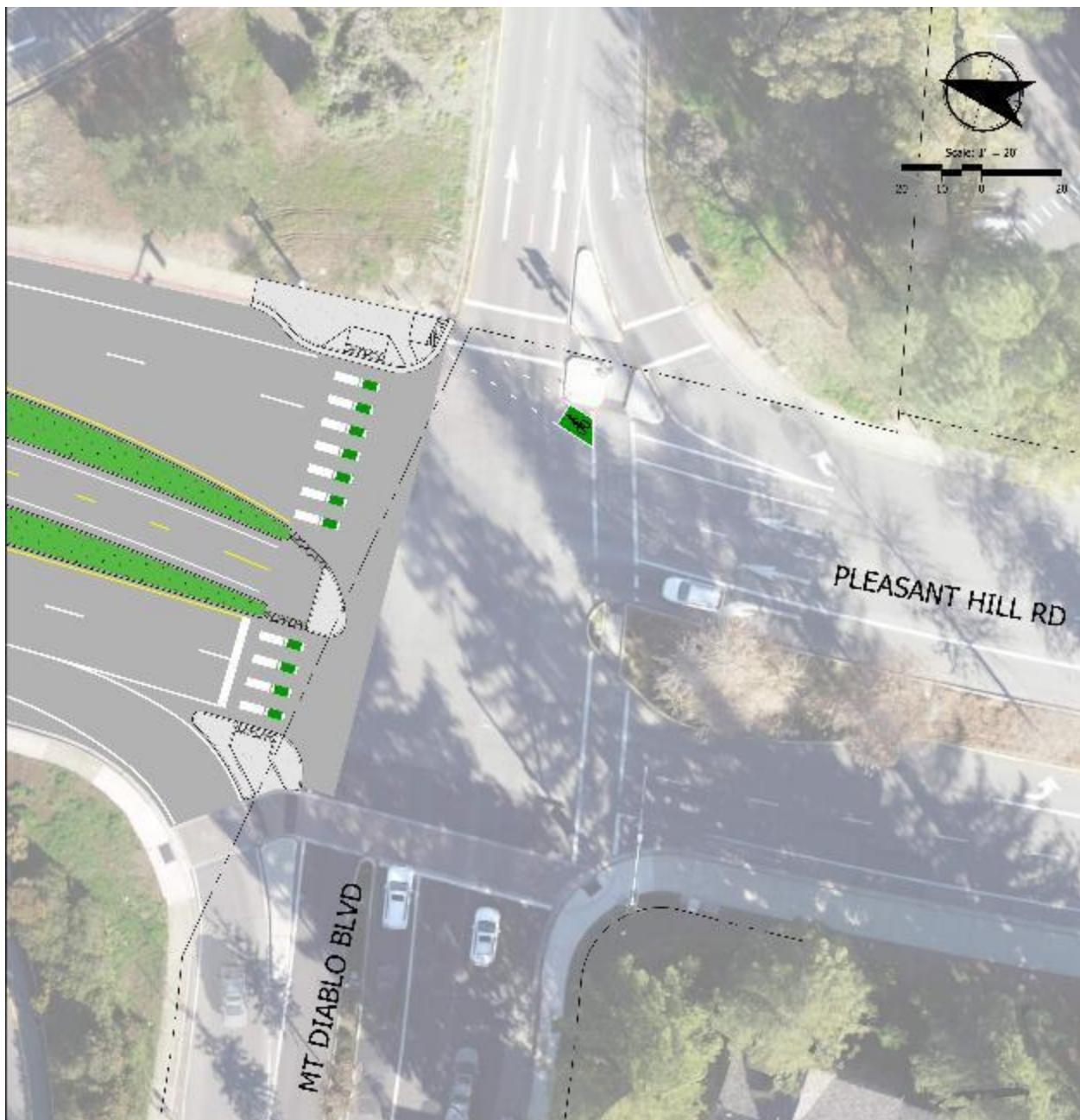


Figure 10. Pleasant Hill Rd / Deer Hill Rd / Stanley Blvd Design Concept 2 – “Scramble” Crossing

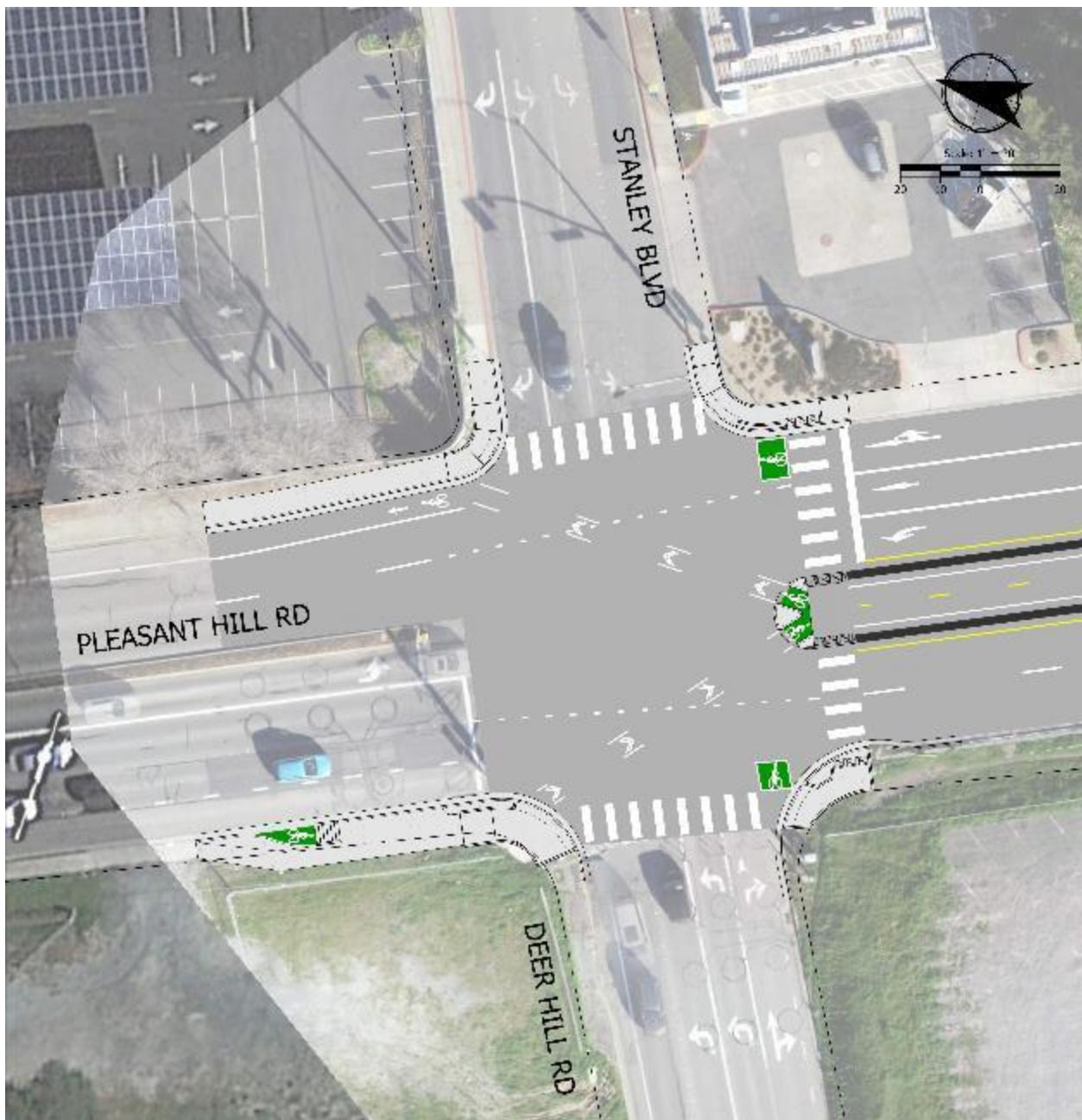
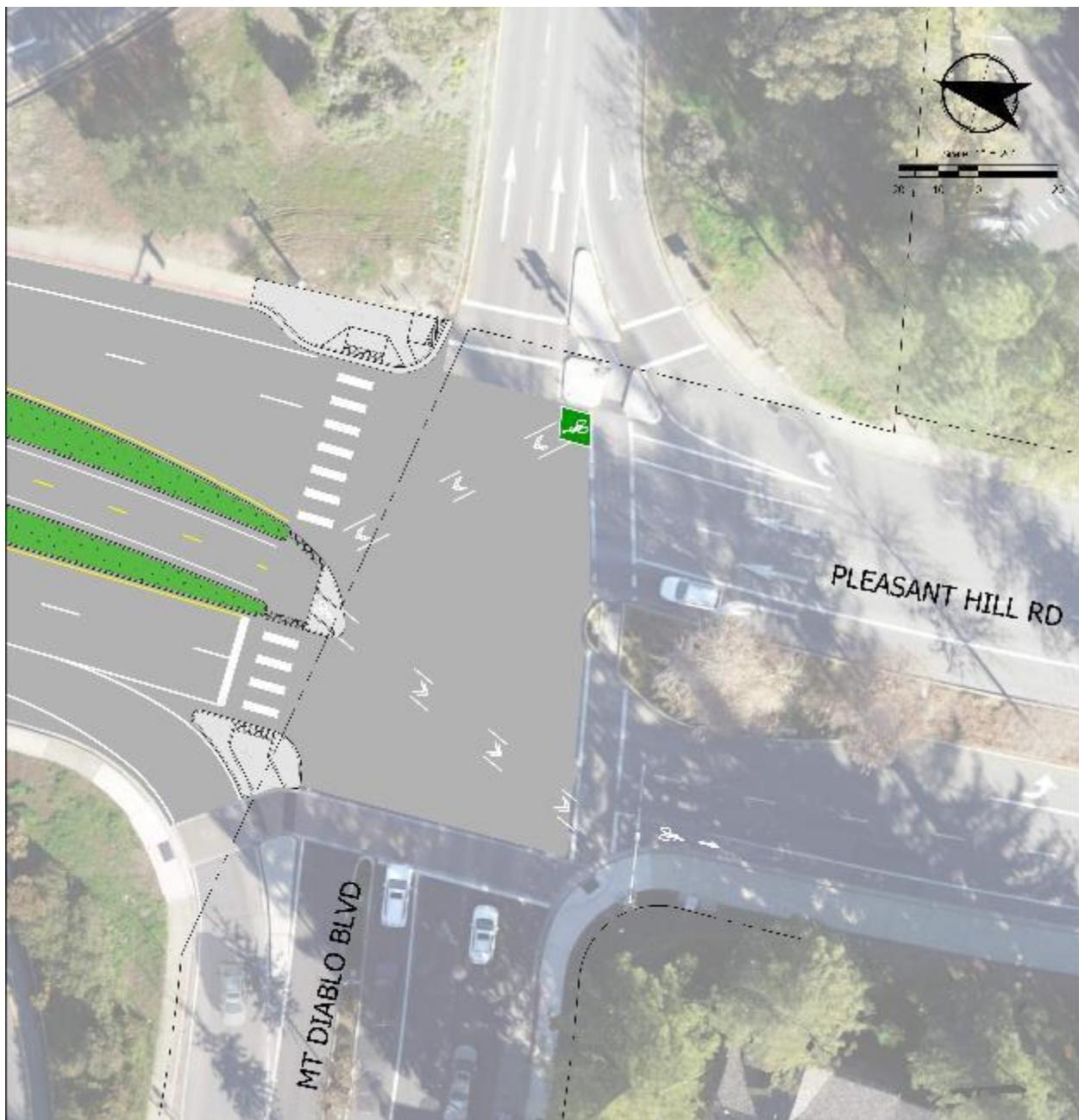


Figure 11. Pleasant Hill Rd / Mt Diablo Blvd Intersection Design Concept 2 - "Scramble" Crossing



Vehicle Delay and Queue Analysis

PLEASANT HILL ROAD AT DEER HILL ROAD/STANLEY BOULEVARD

Concept #1 – Conventional Crosswalk Signal Phasing

The following traffic operations assumptions were made to the Pleasant Hill Road/Deer Hill Road/Stanley Boulevard intersection for Concept #1:

- Northbound right turn lane removed.
- Outside northbound through lane converted to **combined through/right lane**.
- Signal timing optimized.

With the assumed changes associated with Concept #1, intersection delay increased slightly compared to existing conditions. Level of service was maintained during both the AM (LOS D) and PM (LOS F) peak hours. The most notable change to traffic operations was the increase in 95th percentile queue lengths for the northbound through movement – from 450 feet (18 vehicles) to 675 feet (27 vehicles) during the AM peak period and from 1,575 feet (63 vehicles) to 1,650 feet (66 vehicles) during the PM peak period. The westbound right movement sees an increase in delay of 80 seconds, from about 63 seconds to 143 seconds. Tables 6-10 provide an overview of the traffic operations and queueing analysis for Concept #1, as compared to existing conditions. See Appendix D for Vistro outputs for Concept #1.

Concept #2 – Pedestrian Scramble Signal Phasing

The following traffic operations assumptions were made to the Pleasant Hill Road/Deer Hill Road/Stanley Boulevard intersection for Concept #2:

- Northbound right turn lane removed.
- Outside northbound through lane converted to **combined through/right lane**.
- Signal cycle length increased to include **pedestrian scramble phase**.
- Signal timing optimized.

Traffic operations under Concept #2 are worse than under Concept #1 and Existing Conditions. Compared to Existing Conditions, intersection delay increases by 22 seconds in the AM peak period (dropping to LOS E) and by about 80 seconds in the PM peak period (LOS F). The westbound approach sees a considerable increase in delay in both the AM and PM peak periods, degrading to LOS F in both scenarios. The northbound approach retains LOS F through all three scenarios, with delay nearly doubling between existing conditions and Concept #2 (135 seconds to 266 seconds). Queue lengths increase significantly for most movements; most notably, the northbound through/right 95th percentile queue length, which increases from about 1,500 feet to over 2,600 feet. Tables 6-10 provide an overview of the traffic operations and queueing analysis for Concept #2, as compared to existing conditions. See Appendix E for Vistro outputs for Concept #2.

Around 25% of northbound vehicles entering the intersection during the PM peak period originate from CA-24 and do not travel through the Mt Diablo Boulevard intersection and it cannot be assumed that the entire northbound queue would extend back on Pleasant Hill Road. The intersection queues could spillback onto the freeway ramps. However, it is unknown how the changes to the intersection may impact driver behavior and queues and delay may result in freeway drivers choose not to exit on Pleasant Hill Road and use an alternative route.

Table 6. Vehicle Delay and Level of Service - Pleasant Hill Rd/Deer Hill Rd/Stanley Blvd

Scenario	Alt.	Cycle Length (sec)	V/C	Delay	LOS
AM PEAK HOUR	Existing	150	0.88	46.1	D
	Concept #1	150	0.88	47.5	D
	Concept #2	170	0.87	68.3	E
PM PEAK HOUR	Existing	135	1.03	82.2	F
	Concept #1	135	1.09	88.9	F
	Concept #2	180	1.05	168.2	F

Table 7. Vehicle Delay by Movement - Pleasant Hill Rd/Deer Hill Rd/Stanley Blvd

Scenario	Alt.	EB		WB			NB			SB		
		L	T/R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Existing	62.9	61.4	72.5	72.2	62.1	72.4	27.4	25.3	71.4	48.3	30.1
	Concept #1	62.8	61.3	74.1	73.8	62.4	75.5	34.2	27.7	79.7	45.8	29.2
	Concept #2	76.4	73.7	116.9	116.3	73.6	107.4	47.7	47.7	97.2	72.2	38.8
PM PEAK HOUR	Existing	48.9	39.1	59.0	58.9	62.6	65.8	148.1	29.8	72.4	30.4	28.5
	Concept #1	49.4	39.4	80.1	80.4	143.2	65.6	147.7	147.7	94.4	26.8	25.1
	Concept #2	69.4	54.2	193.7	193.5	294.3	90.4	275.6	275.6	256.6	47.7	44.5

Table 8. Vehicle Delay by Movement for Pleasant Hill Rd/Deer Hill Rd/Stanley Blvd – Change from Existing Conditions

Scenario	Alt.	EB		WB			NB		SB		
		L	T/R	L	T	R	L	T/R	L	T	R
AM PEAK HOUR	Concept #1	-0.1	-0.1	1.6	1.6	0.3	3.1	6.8	8.3	-2.5	-0.9
	Concept #2	13.5	12.3	44.4	44.1	11.5	35	20.3	25.8	23.9	8.7
PM PEAK HOUR	Concept #1	0.5	0.3	21.1	21.5	80.6	-0.2	-0.4	22	-3.6	-3.4
	Concept #2	20.5	15.1	134.7	134.6	231.7	24.6	127.5	184.2	17.3	16

Table 9. 95th Percentile Queue Lengths (ft/lane) - Pleasant Hill Rd/Deer Hill Rd/Stanley Blvd

Scenario	Alt.	EB		WB			NB			SB		
		L	T/R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Existing	250	200	325	350	200	225	450	300	275	1075	525
	Concept #1	250	200	325	350	200	250	675		300	1050	500
	Concept #2	300	250	425	450	225	300	825		350	1350	625
PM PEAK HOUR	Existing	525	200	225	250	250	75	1,575	200	175	375	250
	Concept #1	525	200	275	275	350	75	1,800		200	350	225
	Concept #2	700	275	425	425	500	75	2,625		325	525	350

Table 10. 95th Percentile Queue Lengths (ft/lane) for Pleasant Hill Rd/Deer Hill Rd/Stanley Blvd - Change from Existing Conditions

Scenario	Alt.	EB		WB			NB		SB		
		L	T/R	L	T	R	L	T/R	L	T	R
AM PEAK HOUR	Concept #1	0	0	0	0	0	25	225	25	-25	-25
	Concept #2	50	50	100	100	25	75	375	75	275	100
PM PEAK HOUR	Concept #1	0	0	50	25	100	0	225	25	-25	-25
	Concept #2	175	75	200	175	250	0	1,050	150	150	100

PLEASANT HILL ROAD AT MT DIABLO BOULEVARD

Concept #1 – Conventional Crosswalk Signal Phasing

The following traffic operations assumptions were made to the Pleasant Hill Road / Mt Diablo Boulevard intersection for Concept #1:

- Crosswalk added to north leg.
- Signal cycle length increased during PM peak to include additional pedestrian phase.
- Signal timing optimized.

Concept #1 results in minor impacts to traffic operations at the Mt. Diablo intersection. Overall intersection delay increases slightly during the AM (~5 sec) and PM peak periods (~4 sec). Signal timing adjustments were required to include pedestrian signal phasing for the north leg for entry to the multi-use path. Because there is no concurrent westbound vehicle movement associated with the north leg crossing, green time was taken from the eastbound left (EBL) movement. 95th percentile queues for the EBL movement increase by about 50 feet (2 vehicles) in the AM peak period and by about 150 feet (6 vehicles) in the PM peak period. Northbound queues increase between 25 feet and 75 feet during the AM and PM peak periods. Tables 11-15 provide an overview of the traffic operations and queueing analysis for Concept #1, as compared to existing conditions. See Appendix D for Vistro outputs for Concept #1.

Concept #2 – Pedestrian Scramble Signal Phasing

The following traffic operations assumptions were made to the Pleasant Hill Road / Mt Diablo Boulevard intersection for Concept #2:

- Crosswalk added to north leg.
- Signal cycle length increased to include **pedestrian scramble phase**.
- Signal timing optimized.

Concept #2 results in minor impacts to traffic operations during the AM peak period – intersection delay increases by about 9 seconds and 95th percentile queues increase by 50 to 100 feet (2 to 4 vehicles). During the PM peak period, intersection delay increases from 28.7 seconds to 44.8 seconds, dropping the level of service from LOS C to LOS D. 95th percentile queue lengths for the eastbound movement increase to about 600 feet, which would extend almost to Mt Diablo Court. Tables 11-15 provide an overview of the traffic operations and queueing analysis for Concept #2, as compared to existing conditions. See Appendix E for Vistro outputs for Concept #2.

Table 11. Vehicle Delay and Level of Service – Pleasant Hill Rd/Mt Diablo Blvd

Scenario	Alt.	Cycle Length (sec)	V/C	Delay	LOS
AM PEAK HOUR	Existing	110	0.46	22.6	C
	Concept #1	110	0.46	27.5	C
	Concept #2	140	0.45	31.2	C
PM PEAK HOUR	Existing	85	0.61	28.7	C
	Concept #1	115	0.59	32.6	C
	Concept #2	135	0.58	44.8	D

Table 12. Vehicle Delay by Movement – Pleasant Hill Rd/Mt Diablo Blvd

Scenario	Alt.	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Existing	46.7	46.6	47.3	-	-	-	49.2	6.4	7.7	-	17.0	0.0
	Concept #1	70.8	37.0	37.2	-	-	-	62.8	10.4	14.3	-	21.9	0.0
	Concept #2	64.3	63.8	65.8	-	-	-	68.8	9.3	10.8	-	22.3	0.0
PM PEAK HOUR	Existing	29.2	44.4	48.5	-	-	-	39.8	13.0	15.4	-	25.5	0.0
	Concept #1	72.2	40.9	41.6	-	-	-	56.4	12.8	14.8	-	24.8	0.0
	Concept #2	46.0	69.4	75.3	-	-	-	63.7	21.4	24.6	-	37.6	0.0

Table 13. Vehicle Delay by Movement for Pleasant Hill Rd/Mt Diablo Blvd – Change from Existing Conditions

Scenario	Alt.	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Concept #1	24.1	-9.6	-10.1	-	-	-	13.6	4	6.6	-	4.9	-
	Concept #2	17.6	17.2	18.5	-	-	-	19.6	2.9	3.1	-	5.3	-
PM PEAK HOUR	Concept #1	43	-3.5	-6.9	-	-	-	16.6	-0.2	-0.6	-	-0.7	-
	Concept #2	16.8	25	26.8	-	-	-	23.9	8.4	9.2	-	9.2	-

Table 14. 95th Percentile Queue Lengths (ft/lane) – Pleasant Hill Rd/Mt Diablo Blvd

Scenario	Alt.	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Existing	225	225	225	-	-	-	300	125	175	175	-	-
	Concept #1	275	200	200	-	-	-	325	200	225	200	-	-
	Concept #2	300	300	275	-	-	-	400	200	250	225	-	-
PM PEAK HOUR	Existing	225	400	375	-	-	-	225	175	200	200	-	-
	Concept #1	375	425	400	-	-	-	275	200	225	225	-	-
	Concept #2	350	600	550	-	-	-	325	275	325	300	-	-

Table 15. 95th Percentile Queue Lengths (ft/lane) for Pleasant Hill Rd/Mt Diablo Blvd - Change from Existing Conditions

Scenario	Alt.	EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
AM PEAK HOUR	Concept #1	50	-25	-25	-	-	-	25	75	50	25	-	-
	Concept #2	75	75	50	-	-	-	100	75	75	50	-	-
PM PEAK HOUR	Concept #1	150	25	25	-	-	-	50	25	25	25	-	-
	Concept #2	125	200	175	-	-	-	100	100	125	100	-	-

CHANGES TO TRAVEL TIME

Error! Not a valid bookmark self-reference. shows estimated changes in vehicle travel times for select routes in the study area. Travel time changes were estimated by combining the expected changes in delay for consecutive movements at the two intersections.

Table 16. Travel Time Impacts for Select Routes

Scenario	Route/Movements	Concept #1 Change in Travel Time (Sec/Veh)	Concept #2 Change in Travel Time (Sec/Veh)
AM PEAK HOUR	NB Thru @ Mt. Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	14	26
	SB Thru @ Deer Hill Rd/Stanley Blvd; SB Thru @ Mt. Diablo Blvd	2	29
	EB Left @ Mt Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	31	38
	EB Right @ Deer Hill Rd; SB Thru @ Mt Diablo Blvd	5	18
	WB Left @ Stanley Blvd; SB Thru @ Mt Diablo Blvd	7	50
PM PEAK HOUR	NB Thru @ Mt. Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	-1	136
	SB Thru @ Deer Hill Rd/Stanley Blvd SB Thru @ Mt. Diablo Blvd;	-4	29
	EB Left @ Mt Diablo Blvd; NB Thru @ Deer Hill Rd/Stanley Blvd	43	144
	EB Right @ Deer Hill Rd; SB Thru @ Mt Diablo Blvd	0	27
	WB Left @ Stanley Blvd; SB Thru @ Mt Diablo Blvd	20	147

As shown in Table 16, Concept #1 would result in minor changes to travel times of less than 10 seconds on most routes during the AM and PM peak hours and a maximum increase in travel times of up to 43 seconds for drivers making an eastbound left-turn at Mt Diablo Boulevard and continuing north through Deer Hill Road/Stanley Boulevard during the PM peak hour. Concept #2 would increase travel times by between 18 and 50 seconds during the AM peak hour and by between 27 and 147 seconds during the PM peak hour.

Appendix A

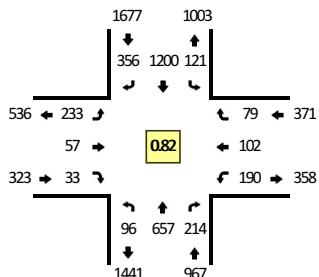
Volume & Speed Data Sheets

Type of peak hour being reported: Intersection Peak

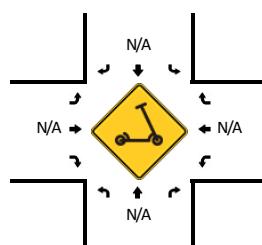
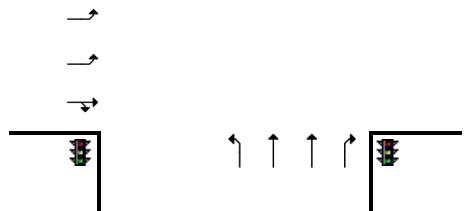
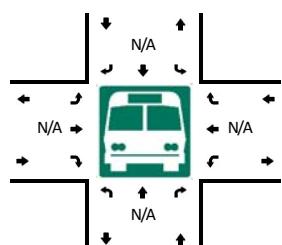
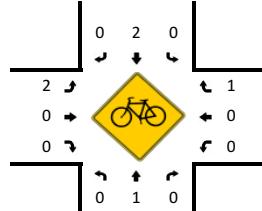
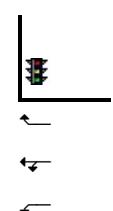
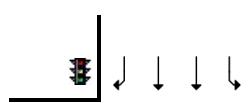
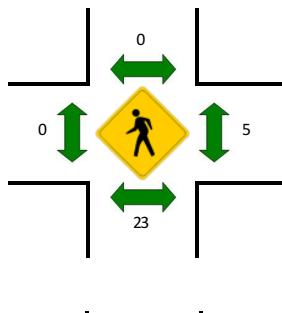
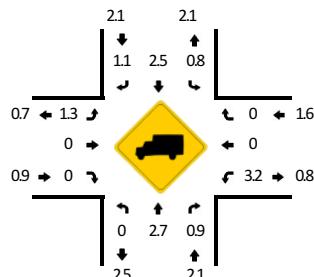
Method for determining peak hour: Total Entering Volume

LOCATION: Pleasant Hill Rd -- Stanley Blvd/Deer Hill Rd
CITY/STATE: Lafayette, CA

QC JOB #: 15687501
DATE: Thu, Feb 3 2022



Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Stanley Blvd/Deer Hill Rd (Eastbound)				Stanley Blvd/Deer Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	15	0	0	0	57	18	0	2	1	0	0	6	5	1	0	106	
7:05 AM	2	21	1	1	5	59	11	1	5	3	2	0	2	0	3	0	116	
7:10 AM	2	29	5	1	1	74	17	0	5	1	0	0	1	1	3	0	140	
7:15 AM	4	29	2	0	4	84	23	0	6	1	1	0	4	1	1	0	160	
7:20 AM	0	38	5	0	5	90	21	0	7	1	0	0	8	3	5	0	183	
7:25 AM	1	32	7	2	9	110	24	1	4	5	0	0	5	5	0	0	205	
7:30 AM	1	37	5	0	11	93	28	2	11	4	0	0	1	7	7	0	207	
7:35 AM	0	41	19	1	10	77	25	10	14	7	1	0	20	9	5	0	239	
7:40 AM	0	41	37	3	10	98	32	2	22	5	1	0	14	11	10	0	286	
7:45 AM	4	81	27	0	8	117	32	6	27	14	4	0	17	9	1	0	347	
7:50 AM	3	51	33	2	9	70	25	5	38	13	7	0	35	14	1	0	306	
7:55 AM	5	87	32	1	4	94	47	5	28	4	4	0	33	18	6	0	368	2663
8:00 AM	13	65	16	2	4	97	33	0	10	4	1	0	29	17	6	0	297	2854
8:05 AM	9	50	18	2	3	95	29	1	20	2	2	0	10	11	9	0	261	2999
8:10 AM	12	58	6	3	8	117	26	1	18	2	3	0	12	2	9	0	277	3136
8:15 AM	8	48	10	1	9	115	28	2	9	3	1	0	10	3	9	0	256	3232
8:20 AM	9	42	8	1	5	102	32	0	22	1	2	0	4	1	14	0	243	3292
8:25 AM	6	46	3	1	11	121	25	0	13	1	3	0	2	2	3	0	237	3324
8:30 AM	9	47	5	1	6	97	22	2	12	1	4	0	4	5	6	0	221	3338
8:35 AM	3	38	2	1	6	104	28	0	19	5	1	0	7	6	6	0	226	3325
8:40 AM	7	54	6	4	5	136	28	1	13	1	2	0	2	3	3	0	265	3304
8:45 AM	7	34	9	1	1	106	36	0	11	0	5	0	11	5	4	0	230	3187
8:50 AM	17	49	4	1	15	120	27	1	10	1	1	0	7	4	6	0	263	3144
8:55 AM	3	31	3	2	4	118	48	1	11	3	2	0	10	4	4	0	244	3020
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	876	368	12	84	1124	416	64	372	124	60	0	340	164	32	0	4084	
Heavy Trucks	0	8	0		4	24	4		0	0	0		12	0	0		52	
Buses																	88	
Pedestrians			80			0	0	0					0	0	4		8	
Bicycles																		
Scooters																		

Comments:

Report generated on 2/17/2022 2:41 PM

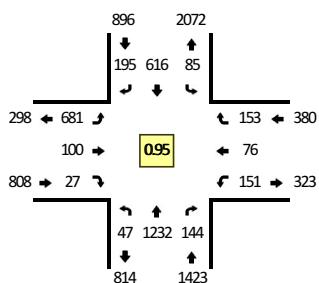
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

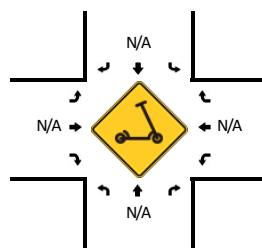
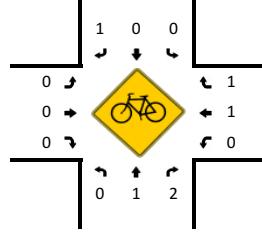
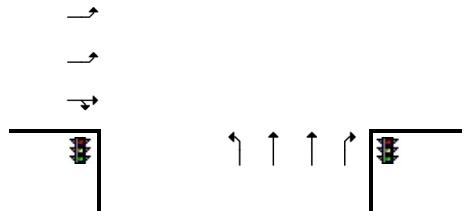
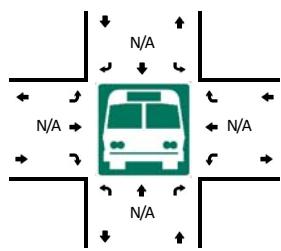
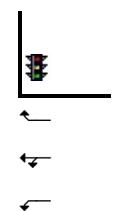
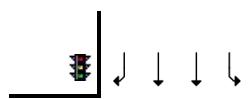
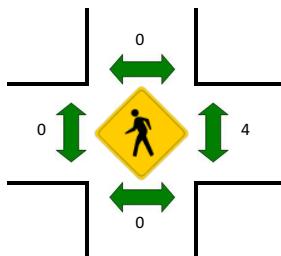
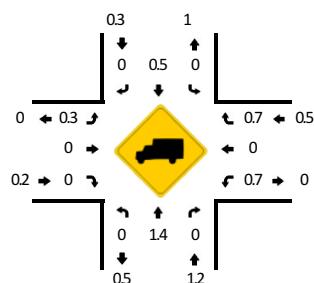
Method for determining peak hour: Total Entering Volume

LOCATION: Pleasant Hill Rd -- Stanley Blvd/Deer Hill Rd
CITY/STATE: Lafayette, CA

QC JOB #: 15687502
DATE: Thu, Feb 3 2022



Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Stanley Blvd/Deer Hill Rd (Eastbound)				Stanley Blvd/Deer Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:30 PM	3	53	4	2	2	37	23	1	26	4	4	0	10	9	9	0	187	
2:35 PM	4	96	6	0	7	71	16	4	29	2	4	0	5	0	13	0	257	
2:40 PM	1	106	10	0	4	51	20	0	22	0	3	0	7	2	15	0	241	
2:45 PM	1	88	7	3	10	76	25	6	21	8	0	0	9	2	6	0	262	
2:50 PM	3	81	20	4	16	70	30	9	18	10	0	0	3	6	9	0	279	
2:55 PM	1	78	8	1	12	56	35	2	28	11	6	0	8	1	7	0	254	
3:00 PM	0	97	17	3	5	35	16	0	27	11	4	0	9	5	7	0	236	
3:05 PM	3	98	18	1	5	56	14	0	44	8	5	0	11	5	10	0	278	
3:10 PM	4	96	22	0	5	60	16	3	30	5	4	0	34	14	13	0	306	
3:15 PM	6	117	11	2	4	87	20	0	51	15	8	0	27	12	2	0	362	
3:20 PM	2	78	24	1	15	33	15	1	56	7	2	0	19	13	14	0	280	
3:25 PM	4	144	15	2	4	79	13	1	41	10	1	0	7	4	12	0	337	3279
3:30 PM	4	83	11	3	13	43	13	1	46	11	1	0	13	9	15	0	266	3358
3:35 PM	0	107	19	4	4	63	20	0	37	5	4	0	12	3	14	0	292	3393
3:40 PM	1	114	6	1	4	58	17	0	37	9	7	0	13	5	15	0	287	3439
3:45 PM	1	97	8	0	6	44	19	3	41	4	3	0	8	5	13	0	252	3429
3:50 PM	0	88	7	1	13	47	16	0	59	6	4	0	6	4	14	0	265	3415
3:55 PM	1	107	12	0	10	44	16	3	49	6	4	0	11	4	11	0	278	3439
4:00 PM	2	129	7	1	6	61	14	1	34	6	5	0	7	5	8	0	286	3489
4:05 PM	3	109	7	1	8	59	12	0	60	5	2	0	14	2	13	0	295	3506
4:10 PM	2	82	7	0	11	37	18	0	58	5	4	0	13	5	14	0	256	3456
4:15 PM	0	134	10	1	7	63	19	0	49	5	1	0	6	2	11	0	308	3402
4:20 PM	2	104	8	5	4	53	17	1	60	4	2	0	9	5	11	0	285	3407
4:25 PM	0	81	9	0	11	57	16	0	52	5	2	0	10	9	17	0	269	3339
4:30 PM	4	105	5	0	11	26	12	0	59	7	1	0	10	4	18	0	262	3335
4:35 PM	7	117	13	1	7	62	12	0	61	8	2	0	5	4	19	0	318	3361
4:40 PM	4	107	8	4	6	50	15	0	65	4	2	0	9	6	10	0	290	3364
4:45 PM	3	95	9	2	6	45	16	0	49	9	0	0	12	2	20	0	268	3380
4:50 PM	1	70	9	0	5	46	18	1	78	12	2	0	5	7	12	0	266	3381
4:55 PM	5	98	16	5	12	62	16	0	63	10	3	0	6	4	12	0	312	3415
5:00 PM	2	94	14	1	4	37	17	1	50	7	3	0	13	5	12	0	260	3389
5:05 PM	1	93	10	1	3	39	12	0	67	12	2	0	18	8	17	0	283	3377
5:10 PM	2	107	9	0	5	65	18	0	60	11	3	0	20	7	11	0	318	3439
5:15 PM	0	116	18	0	9	62	21	0	55	7	3	0	17	2	9	0	319	3450
5:20 PM	1	110	13	1	10	55	19	1	31	3	2	0	19	11	11	0	287	3452
5:25 PM	1	108	14	3	8	48	14	1	52	8	4	0	14	7	12	0	294	3477
5:30 PM	0	117	11	2	4	45	17	2	50	9	1	0	13	13	8	0	292	3507
5:35 PM	2	107	14	0	5	46	19	1	43	9	0	0	14	6	8	0	274	3463

5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Stanley Blvd/Deer Hill Rd (Eastbound)				Stanley Blvd/Deer Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:40 PM	0	116	9	0	6	60	6	1	54	3	0	0	28	5	12	0	300	3473
5:45 PM	2	118	13	1	5	40	14	0	51	14	1	0	14	3	7	0	283	3488
5:50 PM	1	89	8	4	12	61	17	0	36	10	4	0	7	0	6	0	255	3477
5:55 PM	3	90	5	2	10	30	11	0	35	7	5	0	14	7	6	0	225	3390
6:00 PM	3	110	7	0	4	40	14	2	35	4	5	0	7	2	7	0	240	3370
6:05 PM	3	95	6	1	8	39	9	0	31	1	1	0	6	2	9	0	211	3298
6:10 PM	2	112	2	0	5	34	19	0	25	2	1	0	5	2	12	0	221	3201
6:15 PM	0	86	7	0	4	30	9	1	34	2	0	0	6	6	15	0	200	3082
6:20 PM	1	87	6	2	6	42	15	0	37	6	5	0	5	4	6	0	222	3017
6:25 PM	2	98	4	1	2	23	18	0	23	4	2	0	3	2	6	0	188	2911
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	1332	160	4	96	728	232	4	584	84	32	0	224	80	124	0	3696	
Heavy Trucks	0	8	0		0	4	0		0	0	0		0	0	0		12	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4	
Scooters																		

Comments:

Report generated on 2/17/2022 2:41 PM

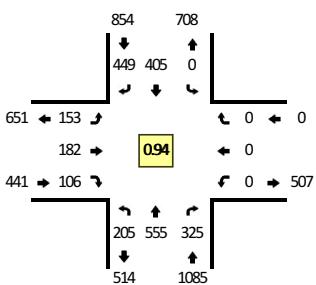
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

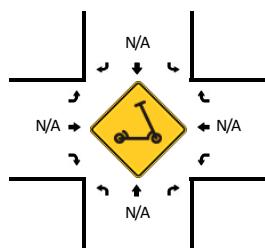
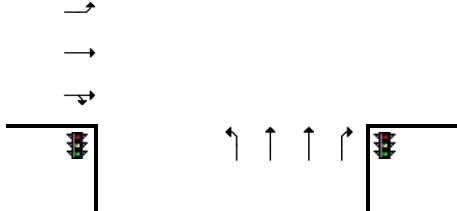
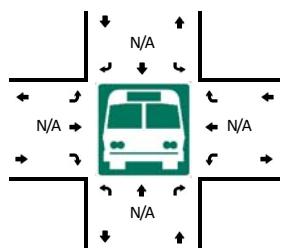
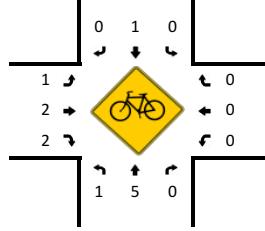
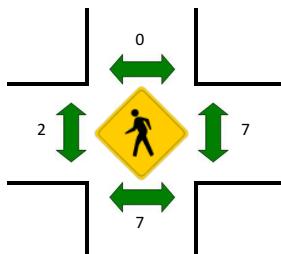
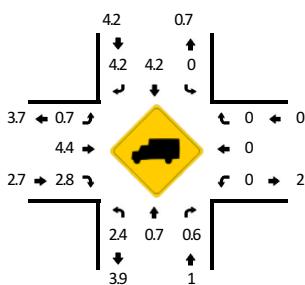
Method for determining peak hour: Total Entering Volume

LOCATION: Pleasant Hill Rd -- Mt Diablo Blvd/CA-24 EB On-Ramp
CITY/STATE: Lafayette, CA

QC JOB #: 15687503
DATE: Thu, Feb 3 2022



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:05 AM -- 8:20 AM



5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Eastbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	17	6	0	0	12	25	0	0	7	6	0	0	0	0	0	78	
7:05 AM	4	18	13	0	0	20	20	0	4	6	2	0	0	0	0	0	87	
7:10 AM	5	27	9	0	0	22	22	0	8	7	4	0	0	0	0	0	104	
7:15 AM	4	24	10	0	0	19	22	0	8	9	4	0	0	0	0	0	100	
7:20 AM	3	17	20	0	0	17	26	1	7	8	5	0	0	0	0	0	104	
7:25 AM	7	26	10	1	0	24	29	1	10	7	3	0	0	0	0	0	118	
7:30 AM	3	26	18	0	0	35	27	0	7	9	11	0	0	0	0	0	136	
7:35 AM	5	29	13	0	0	28	36	0	11	14	4	0	0	0	0	0	140	
7:40 AM	3	48	30	0	0	29	32	0	14	13	5	0	0	0	0	0	174	
7:45 AM	6	68	29	0	0	30	41	0	21	12	2	0	0	0	0	0	209	
7:50 AM	21	49	19	0	0	29	38	0	19	6	10	0	0	0	0	0	191	
7:55 AM	14	56	20	0	0	37	43	0	24	13	10	0	0	0	0	0	217	1658
8:00 AM	22	47	25	0	0	44	37	0	7	8	6	0	0	0	0	0	196	1776
8:05 AM	16	45	24	0	0	44	48	0	12	15	11	0	0	0	0	0	215	1904
8:10 AM	25	43	19	0	0	30	33	0	11	17	12	0	0	0	0	0	190	1990
8:15 AM	14	54	41	1	0	35	44	0	15	14	7	0	0	0	0	0	225	2115
8:20 AM	23	34	29	1	0	37	31	0	8	20	13	0	0	0	0	0	196	2207
8:25 AM	19	38	26	1	0	41	29	0	4	21	10	0	0	0	0	0	189	2278
8:30 AM	13	39	31	0	0	19	34	0	16	21	7	0	0	0	0	0	180	2322
8:35 AM	13	48	27	0	0	22	34	0	7	23	9	0	0	0	0	0	183	2365
8:40 AM	16	34	35	0	0	37	37	0	9	12	9	0	0	0	0	0	189	2380
8:45 AM	15	29	30	2	0	21	32	0	18	17	8	0	0	0	0	0	172	2343
8:50 AM	12	43	26	0	0	43	56	0	5	17	12	0	0	0	0	0	214	2366
8:55 AM	16	22	19	0	0	55	43	0	5	13	13	0	0	0	0	0	186	2335
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	220	568	336	4	0	436	500	0	152	184	120	0	0	0	0	0	2520	
Heavy Trucks	8	8	4		0	16	28		4	12	4		0	0	0	0	84	
Buses																		
Pedestrians																		
Bicycles																		
Scooters																		

Comments:

Report generated on 2/17/2022 2:41 PM

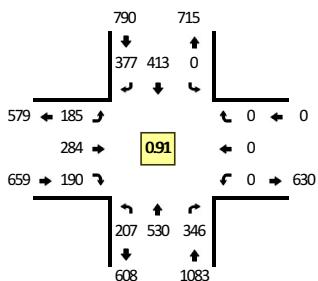
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

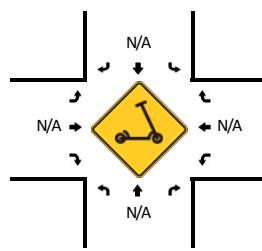
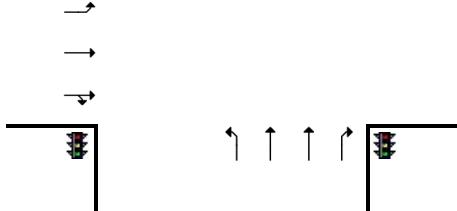
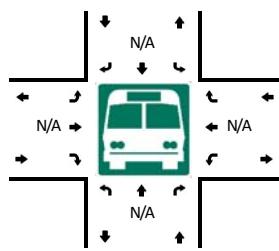
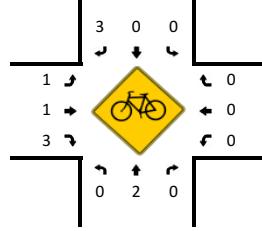
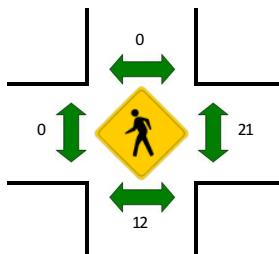
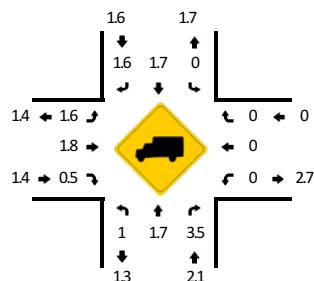
Method for determining peak hour: Total Entering Volume

LOCATION: Pleasant Hill Rd -- Mt Diablo Blvd/CA-24 EB On-Ramp
CITY/STATE: Lafayette, CA

QC JOB #: 15687504
DATE: Thu, Feb 3 2022



Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 3:10 PM -- 3:25 PM



5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Eastbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:30 PM	21	30	36	0	0	34	14	0	16	29	22	0	0	0	0	0	202	
2:35 PM	19	32	26	0	0	39	22	0	14	27	14	0	0	0	0	0	193	
2:40 PM	28	39	28	0	0	26	22	0	14	16	21	0	0	0	0	0	194	
2:45 PM	19	47	17	0	0	41	30	0	15	18	16	0	0	0	0	0	203	
2:50 PM	33	47	29	1	0	29	30	0	9	11	15	0	0	0	0	0	204	
2:55 PM	19	38	24	1	0	23	28	0	9	23	13	0	0	0	0	0	178	
3:00 PM	11	33	26	0	0	34	25	0	15	21	18	0	0	0	0	0	183	
3:05 PM	14	39	16	0	0	27	32	0	26	33	17	0	0	0	0	0	204	
3:10 PM	15	70	26	1	0	36	43	0	17	14	15	0	0	0	0	0	237	
3:15 PM	17	38	27	1	0	50	38	0	17	36	16	0	0	0	0	0	240	
3:20 PM	18	40	31	0	0	37	36	0	15	18	22	0	0	0	0	0	217	
3:25 PM	19	36	22	1	0	34	31	0	17	25	14	0	0	0	0	0	199	2454
3:30 PM	15	39	41	0	0	29	30	0	18	25	17	0	0	0	0	0	214	2466
3:35 PM	14	50	28	0	0	38	29	0	16	29	10	0	0	0	0	0	214	2487
3:40 PM	14	53	39	0	0	35	17	0	12	19	13	0	0	0	0	0	202	2495
3:45 PM	13	47	37	0	0	41	38	0	14	30	20	0	0	0	0	0	240	2532
3:50 PM	13	26	32	0	0	31	31	0	13	12	16	0	0	0	0	0	174	2502
3:55 PM	23	42	35	2	0	23	23	0	8	28	14	0	0	0	0	0	198	2522
4:00 PM	4	32	18	0	0	28	28	0	14	33	16	0	0	0	0	0	173	2512
4:05 PM	10	45	29	0	0	35	23	0	9	20	16	0	0	0	0	0	187	2495
4:10 PM	14	30	35	0	0	30	18	0	15	43	20	0	0	0	0	0	205	2463
4:15 PM	12	52	31	0	0	35	21	0	15	36	15	0	0	0	0	0	217	2440
4:20 PM	8	27	21	0	0	33	23	0	23	39	20	0	0	0	0	0	194	2417
4:25 PM	12	48	29	0	0	37	21	0	17	21	17	0	0	0	0	0	202	2420
4:30 PM	15	35	22	0	0	22	19	0	22	37	16	0	0	0	0	0	188	2394
4:35 PM	16	47	27	0	0	21	12	0	12	31	15	0	0	0	0	0	181	2361
4:40 PM	9	30	21	0	0	26	22	0	10	41	25	0	0	0	0	0	184	2343
4:45 PM	17	33	25	0	1	37	22	0	17	22	19	0	0	0	0	0	193	2296
4:50 PM	26	41	17	0	0	20	31	0	18	41	24	0	0	0	0	0	218	2340
4:55 PM	8	36	20	0	0	41	23	0	11	20	18	0	0	0	0	0	177	2319
5:00 PM	18	47	21	1	0	21	19	0	18	41	12	0	0	0	0	0	198	2344
5:05 PM	13	43	20	0	0	30	28	0	19	46	24	0	0	0	0	0	223	2380
5:10 PM	19	51	32	0	0	43	28	0	19	43	13	0	0	0	0	0	248	2423
5:15 PM	15	35	26	0	0	41	30	0	14	25	19	0	0	0	0	0	205	2411
5:20 PM	14	48	32	0	0	34	27	0	20	43	22	0	0	0	0	0	240	2457
5:25 PM	15	28	23	0	0	45	27	0	16	34	14	0	0	0	0	0	202	2457
5:30 PM	6	36	24	2	0	30	25	0	13	25	17	0	0	0	0	0	178	2447

5-Min Count Period Beginning At	Pleasant Hill Rd (Northbound)				Pleasant Hill Rd (Southbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Eastbound)				Mt Diablo Blvd/CA-24 EB On-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:35 PM	12	32	21	0	0	29	28	0	28	30	18	0	0	0	0	0	198	2464
5:40 PM	11	44	15	0	0	34	21	0	13	21	15	0	0	0	0	0	174	2454
5:45 PM	9	31	23	0	0	39	18	0	19	23	13	0	0	0	0	0	175	2436
5:50 PM	7	29	18	0	0	44	16	0	5	19	7	0	0	0	0	0	145	2363
5:55 PM	9	24	10	0	0	29	16	0	9	34	10	0	0	0	0	0	141	2327
6:00 PM	15	25	34	1	0	37	23	0	5	21	13	0	0	0	0	0	174	2303
6:05 PM	6	32	12	0	0	26	15	0	16	32	13	0	0	0	0	0	152	2232
6:10 PM	7	37	24	0	0	21	15	0	11	28	18	0	0	0	0	0	161	2145
6:15 PM	9	20	17	0	0	26	15	0	6	20	14	0	0	0	0	0	127	2067
6:20 PM	10	22	21	0	0	16	7	0	9	29	9	0	0	0	0	0	123	1950
6:25 PM	6	17	11	0	0	21	17	0	6	20	7	0	0	0	0	0	105	1853
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	200	592	336	8	0	492	468	0	196	272	212	0	0	0	0	0	2776	
Heavy Trucks Buses	0	8	8		0	4	8		8	8	4		0	0	0	0	48	
Pedestrians		24				0	0			0				56		80		
Bicycles	0	4	0		0	0	8		0	0	8		0	0	0	0	20	
Scooters																		

Comments:

Report generated on 2/17/2022 2:41 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	2	5	4	2	1	0	0	0	0	14	41-50	9
12:15 AM	0	0	0	0	1	2	4	1	1	0	0	0	0	0	9	36-45	6
12:30 AM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	36-45	3
12:45 AM	0	0	0	0	2	3	4	2	1	0	0	0	0	0	12	36-45	7
01:00 AM	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	41-50	5
01:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	36-45	4
01:30 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	41-50	2
01:45 AM	0	0	0	0	1	0	1	3	1	0	0	0	0	0	6	43-52	4
02:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	46-55	3
02:15 AM	0	0	0	0	0	0	2	3	1	2	0	0	0	0	8	36-45	5
02:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	31-40	2
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	46-55	1
03:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36-45	3
03:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
03:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	31-40	2
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	36-45	1
04:15 AM	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4	41-50	3
04:30 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	36-45	3
04:45 AM	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5	43-52	4
05:00 AM	0	0	0	1	2	0	1	0	1	0	0	0	0	0	5	26-35	3
05:15 AM	0	0	0	0	1	2	1	2	0	1	0	0	0	0	7	36-45	3
05:30 AM	0	0	0	0	0	4	6	1	0	1	0	0	0	0	12	36-45	10
05:45 AM	1	0	0	0	4	7	7	7	0	0	0	0	0	0	26	36-45	14
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	2	1	3	6	9	1	1	0	0	0	0	23	41-50	15
06:15 AM	0	0	0	1	2	10	14	6	4	0	0	0	0	0	37	36-45	24
06:30 AM	0	0	0	1	1	9	19	5	0	0	0	0	0	0	35	36-45	28
06:45 AM	1	0	0	2	11	19	20	10	5	0	0	0	0	0	68	36-45	39
07:00 AM	0	0	0	0	6	24	22	11	6	1	0	0	0	0	70	36-45	46
07:15 AM	0	0	0	1	9	47	36	20	3	3	0	0	0	0	119	36-45	83
07:30 AM	5	0	8	17	55	81	39	23	5	3	0	0	0	0	236	31-40	136
07:45 AM	22	18	37	65	66	64	26	6	1	0	0	0	0	0	305	26-35	131
08:00 AM	3	0	2	12	46	68	49	16	3	0	0	0	0	0	199	36-45	117
08:15 AM	4	1	3	9	36	58	36	12	7	1	0	0	0	0	167	34-43	94
08:30 AM	6	0	1	20	37	63	41	14	3	2	0	0	0	0	187	36-45	104
08:45 AM	3	0	3	6	35	68	66	9	2	0	0	0	0	0	192	36-45	134
09:00 AM	1	2	2	13	18	50	51	21	1	1	0	0	0	0	160	36-45	101
09:15 AM	2	0	1	12	16	44	55	15	5	1	0	0	0	0	151	36-45	99
09:30 AM	1	0	1	9	25	55	40	17	1	2	0	0	0	0	151	36-45	95
09:45 AM	1	1	1	7	22	59	43	13	3	2	0	0	0	0	152	36-45	102
10:00 AM	1	0	0	7	20	56	46	12	3	1	0	0	0	0	146	36-45	102
10:15 AM	1	0	2	11	18	57	43	14	3	0	0	0	0	0	149	36-45	100
10:30 AM	4	0	1	9	24	57	48	21	4	1	0	0	0	0	169	36-45	105
10:45 AM	5	0	3	12	37	67	58	21	1	0	0	0	0	0	204	36-45	125
11:00 AM	4	0	0	9	27	55	43	13	6	1	0	0	0	0	158	36-45	98
11:15 AM	2	0	0	10	35	58	54	13	4	2	0	0	0	0	178	36-45	112
11:30 AM	4	0	2	5	25	65	50	17	3	0	0	0	0	0	171	36-45	115
11:45 AM	4	0	0	10	29	55	65	18	3	0	0	0	0	0	184	36-45	120
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	3	1	2	13	29	65	39	20	3	0	0	0	0	0	175	36-45	104
12:15 PM	3	0	0	7	30	68	64	21	4	0	0	0	0	0	197	36-45	132
12:30 PM	5	0	0	7	29	72	67	23	5	0	0	0	0	0	208	36-45	139
12:45 PM	2	0	4	29	43	68	50	14	1	1	0	0	0	0	212	36-45	118
01:00 PM	3	0	3	12	49	65	54	19	4	0	0	0	0	0	209	36-45	119
01:15 PM	4	0	1	10	33	69	70	20	4	1	0	0	0	0	212	36-45	139
01:30 PM	3	0	6	11	34	86	44	17	1	1	0	0	0	0	203	36-45	130
01:45 PM	4	0	0	17	37	68	69	29	3	1	1	0	0	0	229	36-45	137
02:00 PM	5	0	0	19	55	75	84	16	1	0	0	0	0	0	255	36-45	159
02:15 PM	3	0	2	14	61	99	56	15	4	0	0	0	0	0	254	31-40	160
02:30 PM	6	2	5	18	68	91	56	15	9	0	0	0	0	0	270	31-40	159
02:45 PM	19	6	37	60	76	79	33	9	2	1	0	0	0	0	322	31-40	155
03:00 PM	34	29	34	50	47	55	29	5	1	0	0	0	0	0	284	31-40	102
03:15 PM	28	10	28	46	89	65	24	5	0	0	0	0	0	0	295	31-40	154
03:30 PM	22	16	33	55	80	64	14	2	0	0	0	0	0	0	286	31-40	144
03:45 PM	43	31	44	57	67	29	13	1	0	0	0	0	0	0	285	26-35	124
04:00 PM	71	27	19	26	31	27	11	3	0	0	0	0	0	0	215	31-40	58
04:15 PM	93	34	29	30	15	10	0	0	0	0	0	0	0	0	211	11-20	65
04:30 PM	64	48	51	45	19	8	2	0	0	0	0	0	0	0	237	16-25	99
04:45 PM	77	9	2	0	0	0	0	0	0	0	0	0	0	0	88	1-10	51
05:00 PM	70	9	4	2	1	0	0	0	0	0	0	0	0	0	86	1-10	47
05:15 PM	58	22	3	2	0	0	0	0	0	0	0	0	0	0	85	11-20	41
05:30 PM	62	4	7	0	1	0	0	0	0	0	0	0	0	0	74	1-10	41
05:45 PM	77	9	1	0	2	0	0	0	0	0	0	0	0	0	89	1-10	51
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

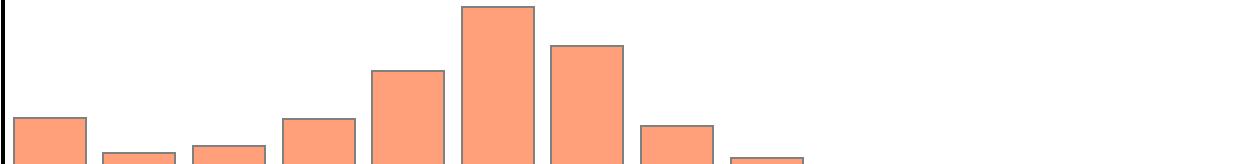
Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	60	4	5	2	2	0	0	0	0	0	0	0	0	0	73	1-10	40
06:15 PM	36	2	3	17	33	44	15	9	1	0	0	0	0	0	160	31-40	77
06:30 PM	9	0	6	29	81	86	42	3	4	0	0	0	0	0	260	31-40	167
06:45 PM	5	0	1	19	41	71	47	22	3	1	0	0	0	0	210	36-45	118
07:00 PM	0	1	1	7	22	59	47	17	5	1	1	0	0	0	161	36-45	106
07:15 PM	2	0	1	9	17	47	31	12	6	1	0	0	0	0	126	36-45	78
07:30 PM	0	0	0	2	9	48	35	14	1	0	0	0	0	0	109	36-45	83
07:45 PM	0	0	2	7	14	37	28	23	4	0	0	0	0	0	115	36-45	65
08:00 PM	1	0	0	10	20	48	26	9	4	2	0	0	0	0	120	36-45	74
08:15 PM	0	0	0	4	18	28	32	16	6	2	0	0	0	0	106	36-45	60
08:30 PM	1	0	1	5	17	23	24	10	2	0	1	0	0	0	84	36-45	47
08:45 PM	0	0	0	4	9	29	32	4	3	1	0	0	0	0	82	36-45	61
09:00 PM	2	0	0	0	6	16	25	13	5	2	0	0	0	0	69	36-45	41
09:15 PM	0	0	0	2	6	22	17	4	4	0	0	0	0	0	55	36-45	39
09:30 PM	0	0	1	2	8	22	17	8	4	0	0	0	0	0	62	36-45	39
09:45 PM	0	0	0	1	5	11	14	7	4	1	0	0	0	0	43	36-45	25
10:00 PM	1	0	1	1	3	10	10	3	0	1	0	0	0	0	30	36-45	20
10:15 PM	0	1	0	0	2	7	14	7	3	0	0	0	0	0	34	36-45	21
10:30 PM	0	0	0	2	1	3	11	3	3	0	0	0	0	0	23	36-45	14
10:45 PM	0	0	0	0	2	4	7	6	2	0	0	0	0	0	21	41-50	13
11:00 PM	0	0	0	1	1	5	7	7	4	0	0	0	0	0	25	41-50	14
11:15 PM	0	0	0	0	1	1	5	0	0	0	0	0	0	0	7	36-45	6
11:30 PM	0	0	0	0	0	4	4	9	2	0	0	0	0	0	19	41-50	13
11:45 PM	0	0	0	1	2	4	5	5	1	0	0	0	0	0	18	41-50	10
Day Total	951	287	404	907	1829	3014	2295	811	203	42	3	0	0	0	10746	36-45	5309
Percent	8.8%	2.7%	3.8%	8.4%	17%	28%	21.4%	7.5%	1.9%	0.4%	0%	0%	0%	0%			
																	
AM Peak 15-min Vol	7:45 AM 22	7:45 AM 18	7:45 AM 37	7:45 AM 65	7:45 AM 66	7:30 AM 81	8:45 AM 66	7:30 AM 23	8:15 AM 7	7:15 AM 3	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	7:45 AM 305		
PM Peak 15-min Vol	4:15 PM 93	4:30 PM 48	4:30 PM 51	2:45 PM 60	3:15 PM 89	2:15 PM 99	2:00 PM 84	1:45 PM 29	2:30 PM 9	8:00 PM 2	1:45 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:45 PM 322		

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	1	2	3	1	2	1	0	0	0	0	0	11	31-40	5
12:15 AM	0	0	0	0	2	2	2	2	1	0	0	0	0	0	9	31-40	4
12:30 AM	0	0	0	0	0	1	1	3	1	2	0	0	0	0	8	43-52	4
12:45 AM	0	0	0	0	1	1	2	4	1	0	0	0	0	0	9	41-50	6
01:00 AM	0	0	0	0	0	3	1	0	2	0	0	0	0	0	6	36-45	4
01:15 AM	0	0	0	0	1	1	1	2	1	0	0	0	0	0	6	46-55	3
01:30 AM	0	0	0	1	0	2	0	2	0	0	0	0	0	0	5	31-40	2
01:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	36-45	2
02:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	41-50	3
02:45 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4	36-45	3
03:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	31-40	1
03:15 AM	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4	26-35	2
03:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	36-45	1
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	36-45	4
04:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	36-45	3
04:45 AM	0	0	0	2	1	1	0	1	2	0	0	0	0	0	7	26-35	3
05:00 AM	0	0	0	1	2	3	3	2	0	0	0	0	0	0	11	36-45	6
05:15 AM	0	0	0	1	2	3	1	2	0	0	0	0	0	0	9	31-40	5
05:30 AM	0	0	0	0	0	2	3	4	4	0	0	0	0	0	13	46-55	8
05:45 AM	0	0	0	1	2	10	8	6	1	0	0	0	0	0	28	36-45	18
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**QC JOB #:** 15687513**SPECIFIC LOCATION:****DIRECTION:** NB**CITY/STATE:** Lafayette, CA**DATE:** Feb 9 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	1	0	2	7	10	1	3	0	0	0	0	0	24	36-45	17
06:15 AM	0	0	0	0	2	10	6	4	0	0	0	0	0	0	22	36-45	16
06:30 AM	0	0	0	1	2	10	19	11	4	0	0	0	0	0	47	41-50	30
06:45 AM	1	0	0	1	6	13	18	3	3	1	0	0	0	0	46	36-45	31
07:00 AM	0	0	0	2	7	29	19	11	3	0	0	0	0	0	71	36-45	48
07:15 AM	3	0	1	3	9	41	35	18	8	0	0	0	0	0	118	36-45	76
07:30 AM	1	0	2	5	18	56	48	22	6	0	0	0	0	0	158	36-45	104
07:45 AM	1	0	2	17	47	72	52	12	6	0	0	0	0	0	209	36-45	124
08:00 AM	4	0	11	30	73	99	45	9	2	0	0	0	0	0	273	31-40	172
08:15 AM	23	12	37	50	68	51	26	12	2	0	0	0	0	0	281	31-40	119
08:30 AM	1	0	5	21	44	72	46	13	3	0	0	0	0	0	205	36-45	118
08:45 AM	1	0	2	15	31	65	44	17	2	1	0	0	0	0	178	36-45	109
09:00 AM	2	1	0	12	22	55	47	12	3	0	0	0	0	0	154	36-45	102
09:15 AM	2	2	1	2	20	55	48	31	1	1	0	0	0	0	163	36-45	103
09:30 AM	2	0	3	9	22	43	39	11	3	0	0	0	0	0	132	36-45	82
09:45 AM	2	0	0	5	24	48	57	13	4	1	0	0	0	0	154	36-45	105
10:00 AM	2	0	0	3	28	54	37	12	0	2	0	0	0	0	138	36-45	91
10:15 AM	2	0	6	10	19	59	41	11	3	0	0	0	0	0	151	36-45	100
10:30 AM	0	0	2	4	20	69	46	16	4	1	1	0	0	0	163	36-45	115
10:45 AM	5	2	2	12	23	57	41	15	2	0	0	0	0	0	159	36-45	98
11:00 AM	1	0	6	10	26	81	45	10	2	0	0	0	0	0	181	36-45	126
11:15 AM	2	0	1	9	29	54	50	19	2	0	0	0	0	0	166	36-45	104
11:30 AM	0	0	1	15	27	58	44	22	2	0	0	0	0	0	169	36-45	102
11:45 AM	2	0	4	8	32	71	38	12	2	0	0	0	0	0	169	36-45	109
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	4	0	3	11	30	73	40	21	3	0	0	0	0	0	185	36-45	113
12:15 PM	5	0	2	7	35	83	55	21	5	1	0	0	0	0	214	36-45	138
12:30 PM	0	0	0	11	20	69	74	23	6	0	0	0	0	0	203	36-45	143
12:45 PM	3	0	3	5	47	61	64	18	5	1	0	0	0	0	207	36-45	125
01:00 PM	2	2	1	11	45	89	52	18	2	1	0	0	0	0	223	36-45	141
01:15 PM	6	0	1	9	46	90	50	15	2	1	0	0	0	0	220	36-45	140
01:30 PM	6	0	6	18	46	72	56	13	3	0	1	0	0	0	221	36-45	128
01:45 PM	6	0	4	13	39	85	57	17	5	0	0	0	0	0	226	36-45	142
02:00 PM	4	0	1	15	41	76	65	24	7	0	0	0	0	0	233	36-45	141
02:15 PM	5	0	1	9	32	97	60	20	5	1	0	0	0	0	230	36-45	157
02:30 PM	8	0	3	20	57	95	56	20	1	2	0	0	0	0	262	31-40	152
02:45 PM	11	1	17	34	91	111	48	7	3	0	0	0	0	0	323	31-40	202
03:00 PM	31	12	27	34	50	47	18	9	2	0	0	0	0	0	230	31-40	97
03:15 PM	91	21	16	11	5	1	0	0	0	0	0	0	0	0	145	1-10	61
03:30 PM	62	7	13	6	5	3	0	0	0	0	0	0	0	0	96	1-10	41
03:45 PM	73	7	10	2	0	0	0	0	0	0	0	0	0	0	92	1-10	49
04:00 PM	74	12	2	0	0	0	0	0	0	0	0	0	0	0	88	1-10	49
04:15 PM	87	16	4	4	1	0	0	0	0	0	0	0	0	0	112	1-10	58
04:30 PM	54	36	43	50	38	11	2	0	0	0	0	0	0	0	234	21-30	93
04:45 PM	45	32	54	48	36	5	1	0	0	0	0	0	0	0	221	21-30	102
05:00 PM	83	36	14	15	6	6	0	0	0	0	0	0	0	0	160	11-20	64
05:15 PM	82	6	5	1	1	0	0	0	0	0	0	0	0	0	95	1-10	55
05:30 PM	86	30	5	6	1	0	0	0	0	0	0	0	0	0	128	11-20	59
05:45 PM	28	18	30	57	84	48	22	2	0	2	0	0	0	0	291	26-35	141
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

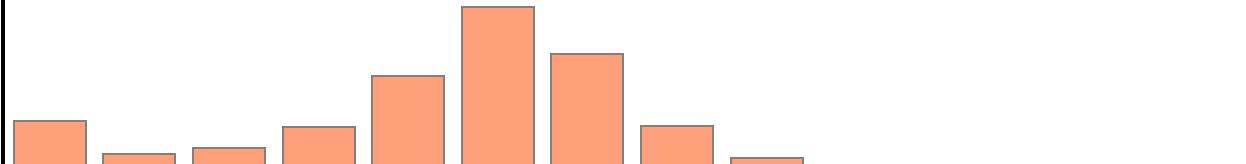
DIRECTION: NB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	6	1	16	58	90	78	32	7	4	0	0	0	0	0	292	31-40	168
06:15 PM	5	3	6	37	81	96	39	12	3	0	0	0	0	0	282	31-40	177
06:30 PM	5	0	2	9	57	90	50	24	4	0	0	0	0	0	241	31-40	147
06:45 PM	5	0	2	16	40	86	32	16	1	0	0	0	0	0	198	31-40	126
07:00 PM	1	0	2	14	31	59	42	17	2	0	0	0	0	0	168	36-45	101
07:15 PM	4	0	0	3	20	39	53	21	3	1	0	0	0	0	144	36-45	92
07:30 PM	0	0	1	5	19	46	33	15	3	0	0	0	0	0	122	36-45	79
07:45 PM	0	0	0	2	17	38	40	13	2	0	0	0	0	0	112	36-45	78
08:00 PM	0	0	1	4	14	35	33	12	3	0	0	0	0	0	102	36-45	68
08:15 PM	2	0	3	2	14	40	31	16	3	0	0	0	0	0	111	36-45	71
08:30 PM	2	0	2	5	16	33	20	14	5	0	0	0	0	0	97	36-45	53
08:45 PM	2	0	0	2	10	21	24	14	5	1	0	0	0	0	79	36-45	45
09:00 PM	0	0	1	2	5	26	27	9	2	1	1	0	0	0	74	36-45	53
09:15 PM	0	0	0	4	9	21	28	11	0	0	0	0	0	0	73	36-45	49
09:30 PM	1	0	0	1	5	17	24	7	2	0	1	0	0	0	58	36-45	41
09:45 PM	1	0	0	2	9	22	22	7	4	1	0	0	0	0	68	36-45	44
10:00 PM	0	0	0	0	5	13	23	8	2	0	0	0	0	0	51	36-45	36
10:15 PM	2	0	1	1	3	11	21	7	1	2	0	0	0	0	49	36-45	32
10:30 PM	0	0	0	0	0	9	20	6	4	0	0	0	0	0	39	36-45	29
10:45 PM	0	0	0	0	3	4	8	5	5	0	1	0	0	0	26	41-50	13
11:00 PM	0	0	0	0	1	6	6	4	1	0	0	0	0	0	18	36-45	12
11:15 PM	0	0	0	1	0	4	10	6	3	0	0	0	0	0	24	41-50	16
11:30 PM	0	0	0	0	2	7	7	3	0	0	0	0	0	0	19	36-45	14
11:45 PM	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6	41-50	5
Day Total	951	257	389	817	1823	3193	2282	834	199	24	5	0	0	0	10774	36-45	5475
Percent	8.8%	2.4%	3.6%	7.6%	16.9%	29.6%	21.2%	7.7%	1.8%	0.2%	0%	0%	0%	0%			
																	
AM Peak 15-min Vol	8:15 AM 23	8:15 AM 12	8:15 AM 37	8:15 AM 50	8:00 AM 73	8:00 AM 99	9:45 AM 57	9:15 AM 31	7:15 AM 8	12:30 AM 2	10:30 AM 1	12:00 AM 0	12:00 AM 0	8:15 AM 281			
PM Peak 15-min Vol	3:15 PM 91	4:30 PM 36	4:45 PM 54	6:00 PM 58	2:45 PM 91	2:45 PM 111	12:30 PM 74	2:00 PM 24	2:00 PM 7	2:30 PM 2	1:30 PM 1	12:00 PM 0	12:00 PM 0	2:45 PM 323			

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd															QC JOB #: 15687513		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Lafayette, CA															DATE: Feb 8 2022 - Feb 9 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1902	544	793	1724	3652	6207	4577	1645	402	66	8	0	0	0	21520	36-45	10784
Percent	8.8%	2.5%	3.7%	8%	17%	28.8%	21.3%	7.6%	1.9%	0.3%	0%	0%	0%	0%			
Cumulative Percent	8.8%	11.4%	15.1%	23.1%	40%	68.9%	90.1%	97.8%	99.7%	100%	100%	100%	100%	100%			
ADT 10760														85th Percentile: 44 MPH Mean Speed(Average): 36 MPH Median: 37 MPH Mode: 38 MPH			
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
01:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
02:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
03:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
05:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
05:30 AM	0	8	0	0	4	0	0	0	0	0	0	0	0	0	12
05:45 AM	0	16	6	1	2	0	0	0	0	0	0	0	0	1	26
Day Total															
Percent															
ADT															
10746															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	12	3	1	6	0	1	0	0	0	0	0	0	0	23
06:15 AM	0	29	6	1	1	0	0	0	0	0	0	0	0	0	37
06:30 AM	0	27	6	0	2	0	0	0	0	0	0	0	0	0	35
06:45 AM	0	45	16	0	6	0	0	0	0	0	0	0	0	1	68
07:00 AM	0	44	16	1	8	0	0	1	0	0	0	0	0	0	70
07:15 AM	0	88	20	0	7	0	1	3	0	0	0	0	0	0	119
07:30 AM	0	176	33	2	11	1	0	4	1	0	3	0	0	5	236
07:45 AM	2	217	39	1	13	2	0	7	1	3	1	0	0	19	305
08:00 AM	0	144	33	0	15	0	0	4	0	0	0	0	0	3	199
08:15 AM	1	117	26	1	14	2	0	2	0	0	1	0	0	3	167
08:30 AM	0	132	28	1	11	0	1	6	2	0	0	0	0	6	187
08:45 AM	0	148	25	1	11	0	0	3	0	1	0	0	0	3	192
09:00 AM	1	114	27	1	11	2	0	3	0	0	0	0	0	1	160
09:15 AM	0	94	34	0	13	1	0	6	0	1	0	0	0	2	151
09:30 AM	0	108	23	1	16	0	0	2	0	0	0	0	0	1	151
09:45 AM	0	108	27	1	12	0	0	3	0	0	0	0	0	1	152
10:00 AM	0	104	29	0	11	0	0	1	0	0	0	0	0	1	146
10:15 AM	0	98	34	1	13	0	0	1	0	0	1	0	0	1	149
10:30 AM	0	106	36	0	18	0	0	4	0	1	0	0	0	4	169
10:45 AM	0	145	33	0	13	1	0	4	1	0	1	0	0	6	204
11:00 AM	0	99	32	0	17	0	0	6	0	0	0	0	0	4	158
11:15 AM	0	120	38	1	13	0	0	4	0	0	0	0	0	2	178
11:30 AM	1	127	23	0	10	1	0	5	0	0	0	0	0	4	171
11:45 AM	0	125	29	1	18	1	1	5	0	0	0	0	0	4	184
Day Total															
Percent															
ADT															
10746															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	129	36	1	4	0	0	2	0	0	0	0	0	3	175
12:15 PM	1	142	39	0	8	0	0	3	0	1	0	0	0	3	197
12:30 PM	0	158	31	0	10	0	0	4	0	0	0	0	0	5	208
12:45 PM	0	160	31	1	14	1	0	3	0	0	0	0	0	2	212
01:00 PM	0	161	26	2	13	0	0	4	0	0	0	0	0	3	209
01:15 PM	1	153	38	2	6	0	0	8	0	0	0	0	0	4	212
01:30 PM	0	144	39	2	10	0	0	2	0	1	2	0	0	3	203
01:45 PM	1	163	44	0	14	2	0	1	0	0	0	0	0	4	229
02:00 PM	0	181	44	1	18	0	0	5	0	0	1	0	0	5	255
02:15 PM	1	187	43	1	18	0	0	1	0	0	0	0	0	3	254
02:30 PM	0	208	31	2	14	0	0	7	0	2	1	0	0	5	270
02:45 PM	3	225	56	2	21	1	0	5	0	0	1	1	0	7	322
03:00 PM	4	194	47	2	7	2	0	4	0	2	0	0	0	22	284
03:15 PM	4	201	43	3	19	0	0	5	1	3	0	0	0	16	295
03:30 PM	2	200	48	1	12	0	0	9	0	1	1	0	1	11	286
03:45 PM	1	193	45	1	9	0	1	9	1	1	1	0	1	22	285
04:00 PM	6	119	36	7	9	1	0	4	0	2	1	0	0	30	215
04:15 PM	4	120	24	6	8	3	1	4	0	1	1	0	1	38	211
04:30 PM	4	148	30	5	7	2	1	4	1	3	0	0	0	32	237
04:45 PM	4	35	9	2	4	0	0	1	1	0	1	0	1	30	88
05:00 PM	3	31	15	0	4	1	0	2	0	0	0	0	0	30	86
05:15 PM	4	33	7	2	1	2	1	0	0	1	0	1	0	33	85
05:30 PM	3	22	15	2	2	0	0	0	1	0	0	0	0	29	74
05:45 PM	11	19	11	2	4	0	1	1	1	0	0	0	0	39	89
Day Total															
Percent															
ADT															
10746															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
<i>Comments:</i>															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	24	8	0	4	0	0	0	0	0	0	0	0	32	73
06:15 PM	1	107	24	2	8	0	0	1	1	0	0	0	0	16	160
06:30 PM	0	204	34	0	7	0	0	4	0	1	2	0	0	8	260
06:45 PM	0	169	28	0	5	0	0	3	0	0	0	0	0	5	210
07:00 PM	0	129	27	0	5	0	0	0	0	0	0	0	0	0	161
07:15 PM	0	105	14	0	5	0	0	0	0	0	0	0	0	2	126
07:30 PM	0	91	13	0	3	0	0	2	0	0	0	0	0	0	109
07:45 PM	0	105	7	0	2	0	0	1	0	0	0	0	0	0	115
08:00 PM	0	99	18	0	2	0	0	0	0	0	0	0	0	1	120
08:15 PM	0	93	9	0	4	0	0	0	0	0	0	0	0	0	106
08:30 PM	0	71	8	0	2	0	0	2	0	0	0	0	0	1	84
08:45 PM	0	67	12	0	3	0	0	0	0	0	0	0	0	0	82
09:00 PM	0	53	12	0	1	0	0	1	0	0	0	0	0	2	69
09:15 PM	0	47	5	0	3	0	0	0	0	0	0	0	0	0	55
09:30 PM	0	53	5	1	3	0	0	0	0	0	0	0	0	0	62
09:45 PM	0	36	5	0	1	0	0	0	0	0	0	0	0	1	43
10:00 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	1	30
10:15 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
10:30 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
11:00 PM	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
11:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
Day Total	68	7565	1672	67	580	26	9	177	12	25	19	2	4	520	10746
Percent	0.6%	70.4%	15.6%	0.6%	5.4%	0.2%	0.1%	1.6%	0.1%	0.2%	0.2%	0%	0%	4.8%	
ADT 10746															
AM Peak 15-min Vol	7:45 AM	7:45 AM	7:45 AM	7:30 AM	10:30 AM	7:45 AM	6:00 AM	7:45 AM	8:30 AM	7:45 AM	7:30 AM	12:00 AM	12:00 AM	7:45 AM	7:45 AM
	2	217	39	2	18	2	1	7	2	3	3	0	0	19	305
PM Peak 15-min Vol	5:45 PM	2:45 PM	2:45 PM	4:00 PM	2:45 PM	4:15 PM	3:45 PM	3:30 PM	3:15 PM	3:15 PM	1:30 PM	2:45 PM	3:30 PM	5:45 PM	2:45 PM
	11	225	56	7	21	3	1	9	1	3	2	1	1	39	322
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	1	11
12:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
01:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
03:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
05:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
05:45 AM	0	22	3	0	3	0	0	0	0	0	0	0	0	0	28
Day Total															
Percent															
ADT															
10774															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
<i>Comments:</i>															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	4	0	1	1	0	0	0	0	0	0	0	0	24
06:15 AM	0	14	2	1	5	0	0	0	0	0	0	0	0	0	22
06:30 AM	0	27	15	0	4	0	0	1	0	0	0	0	0	0	47
06:45 AM	0	28	10	0	7	0	0	0	0	0	0	0	0	1	46
07:00 AM	0	50	14	0	5	0	0	2	0	0	0	0	0	0	71
07:15 AM	0	87	17	1	7	2	0	1	0	0	0	0	0	3	118
07:30 AM	0	104	31	2	15	2	0	2	1	0	0	0	0	1	158
07:45 AM	0	156	32	1	15	0	0	4	0	0	0	0	0	1	209
08:00 AM	1	207	40	4	12	1	0	5	0	0	0	0	0	3	273
08:15 AM	1	201	43	1	6	0	1	5	1	2	0	0	1	19	281
08:30 AM	0	160	32	2	6	0	0	3	0	0	1	0	0	1	205
08:45 AM	0	124	36	0	15	0	0	2	0	0	0	0	0	1	178
09:00 AM	1	102	31	0	11	0	0	6	0	0	1	0	0	2	154
09:15 AM	1	117	26	0	15	0	0	2	0	0	0	0	0	2	163
09:30 AM	0	90	29	0	7	1	0	3	0	0	0	0	0	2	132
09:45 AM	0	105	32	1	11	0	1	2	0	0	0	0	0	2	154
10:00 AM	0	87	29	1	17	1	0	0	0	0	0	0	0	3	138
10:15 AM	1	99	29	1	15	0	0	4	0	0	0	0	0	2	151
10:30 AM	0	118	29	2	8	0	0	5	0	0	0	0	0	1	163
10:45 AM	0	101	30	2	11	2	0	5	2	0	0	0	0	6	159
11:00 AM	0	134	29	0	15	0	0	2	0	0	0	0	0	1	181
11:15 AM	1	121	28	1	13	0	0	1	0	0	0	0	0	1	166
11:30 AM	0	118	35	0	7	0	1	7	1	0	0	0	0	0	169
11:45 AM	0	118	28	2	17	0	0	2	0	0	0	0	0	2	169
Day Total															
Percent															
ADT															
10774															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	129	30	2	14	0	1	4	0	0	1	0	0	3	185
12:15 PM	0	162	30	1	15	0	0	0	0	1	0	0	0	5	214
12:30 PM	0	156	27	1	14	1	0	3	1	0	0	0	0	0	203
12:45 PM	0	157	34	0	10	0	0	3	0	0	0	0	0	3	207
01:00 PM	1	165	41	0	12	0	0	1	0	0	1	0	0	2	223
01:15 PM	0	145	41	2	19	0	0	6	0	1	0	0	0	6	220
01:30 PM	1	164	38	0	10	1	0	1	0	1	0	0	0	5	221
01:45 PM	0	164	37	0	12	1	1	4	0	0	1	0	0	6	226
02:00 PM	0	166	42	1	13	0	0	5	0	0	1	0	0	5	233
02:15 PM	0	181	33	1	9	0	0	0	0	1	0	0	0	5	230
02:30 PM	1	201	29	1	14	0	0	6	0	1	2	0	0	7	262
02:45 PM	2	240	52	3	7	1	0	6	0	0	1	0	0	11	323
03:00 PM	2	161	32	2	11	1	0	4	0	1	0	0	0	16	230
03:15 PM	8	68	21	2	5	1	0	5	0	0	0	0	0	35	145
03:30 PM	2	42	14	1	3	1	0	2	0	0	0	0	0	31	96
03:45 PM	7	27	10	6	5	0	0	2	0	0	0	0	0	35	92
04:00 PM	5	25	19	3	3	1	0	1	0	0	0	0	0	31	88
04:15 PM	9	43	14	3	6	2	0	3	0	0	0	1	0	31	112
04:30 PM	4	153	37	1	11	1	0	2	0	0	0	0	0	25	234
04:45 PM	4	145	25	3	4	2	0	4	0	0	1	0	0	33	221
05:00 PM	3	94	24	5	3	2	0	2	1	1	1	0	1	23	160
05:15 PM	7	30	10	4	9	0	0	0	2	0	0	0	0	33	95
05:30 PM	5	54	17	4	13	1	0	2	0	0	0	0	0	32	128
05:45 PM	1	227	26	1	10	2	0	5	1	1	0	0	0	17	291
Day Total															
Percent															
ADT															
10774															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
<i>Comments:</i>															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	239	31	0	9	1	0	5	0	0	0	0	0	7	292
06:15 PM	0	226	38	0	5	1	0	5	0	1	0	0	0	6	282
06:30 PM	0	203	22	1	6	1	0	3	0	0	0	0	0	5	241
06:45 PM	0	157	25	0	8	0	0	1	0	2	0	0	0	5	198
07:00 PM	1	140	18	0	6	0	0	2	0	0	0	0	0	1	168
07:15 PM	0	123	14	0	3	0	0	0	0	0	0	0	0	4	144
07:30 PM	0	102	17	0	3	0	0	0	0	0	0	0	0	0	122
07:45 PM	0	92	17	0	3	0	0	0	0	0	0	0	0	0	112
08:00 PM	1	87	12	0	2	0	0	0	0	0	0	0	0	0	102
08:15 PM	0	92	14	0	2	0	0	0	0	1	0	0	0	2	111
08:30 PM	0	80	13	0	2	0	0	0	0	0	0	0	0	2	97
08:45 PM	0	66	8	0	2	0	0	1	0	0	0	0	0	2	79
09:00 PM	0	61	12	0	1	0	0	0	0	0	0	0	0	0	74
09:15 PM	0	61	9	0	3	0	0	0	0	0	0	0	0	0	73
09:30 PM	0	51	4	0	1	0	0	1	0	0	0	0	0	1	58
09:45 PM	0	61	5	0	1	0	0	0	0	0	0	0	0	1	68
10:00 PM	0	44	5	0	2	0	0	0	0	0	0	0	0	0	51
10:15 PM	0	39	7	0	1	0	0	0	0	0	0	0	0	2	49
10:30 PM	0	33	5	0	1	0	0	0	0	0	0	0	0	0	39
10:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
11:15 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
11:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Day Total	71	7745	1622	70	544	31	5	154	10	14	11	1	2	494	
Percent	0.7%	71.9%	15.1%	0.6%	5%	0.3%	0%	1.4%	0.1%	0.1%	0.1%	0%	0%	4.6%	10774
ADT 10774															
AM Peak 15-min Vol	8:00 AM	8:00 AM	8:15 AM	8:00 AM	10:00 AM	7:15 AM	8:15 AM	11:30 AM	10:45 AM	8:15 AM	8:30 AM	12:00 AM	8:15 AM	8:15 AM	8:15 AM
	1	207	43	4	17	2	1	7	2	2	1	0	1	19	281
PM Peak 15-min Vol	4:15 PM	2:45 PM	2:45 PM	3:45 PM	1:15 PM	4:15 PM	12:00 PM	1:15 PM	5:15 PM	6:45 PM	2:30 PM	4:15 PM	5:00 PM	3:15 PM	2:45 PM
	9	240	52	6	19	2	1	6	2	2	2	1	1	35	323
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

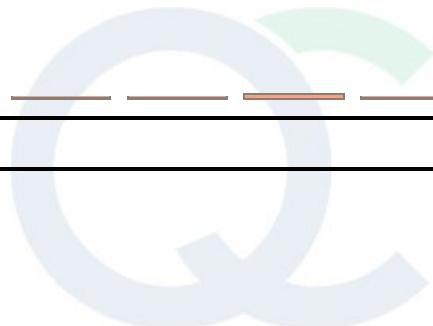
Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd													QC JOB #: 15687513		
SPECIFIC LOCATION:													DIRECTION: NB		
CITY/STATE: Lafayette, CA													DATE: Feb 8 2022 - Feb 9 2022		
	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	139	15310	3294	137	1124	57	14	331	22	39	30	3	6	1014	21520
Percent	0.6%	71.1%	15.3%	0.6%	5.2%	0.3%	0.1%	1.5%	0.1%	0.2%	0.1%	0%	0%	4.7%	
ADT 10760															

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)


Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		14	11			13			13	
12:15 AM		9	9			9			9	
12:30 AM		4	8			6			6	
12:45 AM		12	9			11			11	
01:00 AM		5	6			6			6	
01:15 AM		4	6			5			5	
01:30 AM		3	5			4			4	
01:45 AM		6	2			4			4	
02:00 AM		4	0			2			2	
02:15 AM		8	3			6			6	
02:30 AM		2	4			3			3	
02:45 AM		0	4			2			2	
03:00 AM		1	2			2			2	
03:15 AM		3	4			4			4	
03:30 AM		1	1			1			1	
03:45 AM		2	2			2			2	
04:00 AM		1	0			1			1	
04:15 AM		4	4			4			4	
04:30 AM		4	3			4			4	
04:45 AM		5	7			6			6	
05:00 AM		5	11			8			8	
05:15 AM		7	9			8			8	
05:30 AM		12	13			13			13	
05:45 AM		26	28			27			27	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		23	24			24			24	<div style="width: 5%; background-color: #f0e68c; height: 10px;"></div>
06:15 AM		37	22			30			30	<div style="width: 10%; background-color: #f0e68c; height: 10px;"></div>
06:30 AM		35	47			41			41	<div style="width: 15%; background-color: #f0e68c; height: 10px;"></div>
06:45 AM		68	46			57			57	<div style="width: 12%; background-color: #f0e68c; height: 10px;"></div>
07:00 AM		70	71			71			71	<div style="width: 13%; background-color: #f0e68c; height: 10px;"></div>
07:15 AM		119	118			119			119	<div style="width: 18%; background-color: #f0e68c; height: 10px;"></div>
07:30 AM		236	158			197			197	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
07:45 AM		305	209			257			257	<div style="width: 30%; background-color: #f0e68c; height: 10px;"></div>
08:00 AM		199	273			236			236	<div style="width: 28%; background-color: #f0e68c; height: 10px;"></div>
08:15 AM		167	281			224			224	<div style="width: 29%; background-color: #f0e68c; height: 10px;"></div>
08:30 AM		187	205			196			196	<div style="width: 27%; background-color: #f0e68c; height: 10px;"></div>
08:45 AM		192	178			185			185	<div style="width: 26%; background-color: #f0e68c; height: 10px;"></div>
09:00 AM		160	154			157			157	<div style="width: 24%; background-color: #f0e68c; height: 10px;"></div>
09:15 AM		151	163			157			157	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
09:30 AM		151	132			142			142	<div style="width: 22%; background-color: #f0e68c; height: 10px;"></div>
09:45 AM		152	154			153			153	<div style="width: 24%; background-color: #f0e68c; height: 10px;"></div>
10:00 AM		146	138			142			142	<div style="width: 23%; background-color: #f0e68c; height: 10px;"></div>
10:15 AM		149	151			150			150	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
10:30 AM		169	163			166			166	<div style="width: 27%; background-color: #f0e68c; height: 10px;"></div>
10:45 AM		204	159			182			182	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
11:00 AM		158	181			170			170	<div style="width: 23%; background-color: #f0e68c; height: 10px;"></div>
11:15 AM		178	166			172			172	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
11:30 AM		171	169			170			170	<div style="width: 23%; background-color: #f0e68c; height: 10px;"></div>
11:45 AM		184	169			177			177	<div style="width: 25%; background-color: #f0e68c; height: 10px;"></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

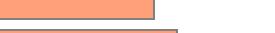
QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		175	185			180			180	
12:15 PM		197	214			206			206	
12:30 PM		208	203			206			206	
12:45 PM		212	207			210			210	
01:00 PM		209	223			216			216	
01:15 PM		212	220			216			216	
01:30 PM		203	221			212			212	
01:45 PM		229	226			228			228	
02:00 PM		255	233			244			244	
02:15 PM		254	230			242			242	
02:30 PM		270	262			266			266	
02:45 PM		322	323			323			323	
03:00 PM		284	230			257			257	
03:15 PM		295	145			220			220	
03:30 PM		286	96			191			191	
03:45 PM		285	92			189			189	
04:00 PM		215	88			152			152	
04:15 PM		211	112			162			162	
04:30 PM		237	234			236			236	
04:45 PM		88	221			155			155	
05:00 PM		86	160			123			123	
05:15 PM		85	95			90			90	
05:30 PM		74	128			101			101	
05:45 PM		89	291			190			190	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		73	292			183			183	
06:15 PM		160	282			221			221	
06:30 PM		260	241			251			251	
06:45 PM		210	198			204			204	
07:00 PM		161	168			165			165	
07:15 PM		126	144			135			135	
07:30 PM		109	122			116			116	
07:45 PM		115	112			114			114	
08:00 PM		120	102			111			111	
08:15 PM		106	111			109			109	
08:30 PM		84	97			91			91	
08:45 PM		82	79			81			81	
09:00 PM		69	74			72			72	
09:15 PM		55	73			64			64	
09:30 PM		62	58			60			60	
09:45 PM		43	68			56			56	
10:00 PM		30	51			41			41	
10:15 PM		34	49			42			42	
10:30 PM		23	39			31			31	
10:45 PM		21	26			24			24	
11:00 PM		25	18			22			22	
11:15 PM		7	24			16			16	
11:30 PM		19	19			19			19	
11:45 PM		18	6			12			12	
Day Total	10746	10774				10781			10781	
% Weekday Average	99.7%	99.9%								
% Week Average	99.7%	99.9%				100%				
AM Peak 15-min Vol	7:45 AM 305	8:15 AM 281				7:45 AM 257			7:45 AM 257	
PM Peak 15-min Vol	2:45 PM 322	2:45 PM 323				2:45 PM 323			2:45 PM 323	
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	3	7	7	2	1	0	0	0	0	20	41-50	14
12:15 AM	0	0	0	1	2	5	5	1	1	0	0	0	0	0	15	36-45	10
12:30 AM	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6	36-45	5
12:45 AM	0	0	0	0	2	3	6	4	1	0	0	0	0	0	16	41-50	10
01:00 AM	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6	40-49	5
01:15 AM	0	0	0	0	0	2	5	0	0	0	0	0	0	0	7	36-45	7
01:30 AM	0	0	0	0	0	2	2	3	0	0	0	0	0	0	7	41-50	5
01:45 AM	0	0	0	0	3	1	3	3	1	0	0	0	0	0	11	41-50	6
02:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	46-55	3
02:15 AM	0	0	0	0	2	2	5	3	4	0	0	0	0	0	16	41-50	8
02:30 AM	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6	33-42	4
02:45 AM	0	0	0	0	1	3	0	1	1	0	0	0	0	0	6	31-40	4
03:00 AM	0	0	0	0	1	2	2	1	1	0	0	0	0	0	8	36-45	4
03:15 AM	0	0	0	0	0	3	6	0	0	0	0	0	0	0	9	36-45	9
03:30 AM	0	0	0	0	1	0	0	4	3	0	0	0	0	0	8	46-55	7
03:45 AM	0	0	0	0	0	2	5	0	2	0	0	0	0	0	9	36-45	7
04:00 AM	0	0	0	0	0	1	7	5	1	0	0	0	0	0	14	41-50	12
04:15 AM	0	0	0	1	2	3	7	4	2	1	0	0	0	0	20	41-50	11
04:30 AM	0	0	0	0	1	4	11	7	4	1	0	0	0	0	28	41-50	18
04:45 AM	0	0	0	0	0	1	16	17	6	0	2	1	0	0	43	41-50	33
05:00 AM	0	0	0	1	3	6	16	18	9	2	0	0	0	0	55	41-50	34
05:15 AM	0	0	0	0	5	9	24	28	9	3	0	0	0	0	78	41-50	52
05:30 AM	0	0	0	0	1	9	36	32	13	5	2	1	0	0	99	41-50	68
05:45 AM	1	0	0	0	7	26	59	30	6	4	1	0	1	0	135	41-50	89
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	2	4	33	44	34	16	1	3	1	0	0	138	41-50	78
06:15 AM	1	0	0	1	21	51	52	42	14	1	1	0	0	0	184	36-45	103
06:30 AM	1	0	0	1	12	58	95	48	14	4	0	0	0	0	233	36-45	153
06:45 AM	2	0	0	3	20	66	97	56	22	1	1	0	0	0	268	36-45	163
07:00 AM	7	0	0	0	15	86	100	61	16	1	0	0	0	0	286	36-45	186
07:15 AM	1	0	0	2	32	141	116	90	13	6	0	0	0	0	401	36-45	257
07:30 AM	13	0	8	30	101	182	124	49	13	4	0	0	0	0	524	36-45	306
07:45 AM	30	18	37	78	119	159	134	37	8	2	0	0	0	0	622	36-45	293
08:00 AM	14	0	2	15	109	178	163	46	6	1	0	0	0	0	534	36-45	341
08:15 AM	8	1	3	22	75	180	136	44	19	2	0	0	0	0	490	36-45	316
08:30 AM	20	0	7	53	103	171	116	47	10	2	0	0	0	0	529	36-45	287
08:45 AM	11	0	3	17	59	147	183	42	11	3	1	0	0	0	477	36-45	330
09:00 AM	8	2	7	56	77	139	132	50	7	1	1	0	0	0	480	36-45	271
09:15 AM	4	1	1	27	60	146	122	35	12	1	2	0	0	0	411	36-45	268
09:30 AM	12	0	1	12	54	150	96	42	7	3	0	0	0	0	377	36-45	246
09:45 AM	5	1	1	10	67	146	93	27	8	2	0	0	0	0	360	36-45	239
10:00 AM	7	0	0	9	47	129	90	28	5	1	0	0	0	0	316	36-45	219
10:15 AM	2	0	2	11	28	124	107	40	10	0	0	0	0	0	324	36-45	231
10:30 AM	6	0	1	10	43	121	120	41	10	3	0	0	0	0	355	36-45	241
10:45 AM	6	0	3	18	47	141	126	43	5	0	0	0	0	0	389	36-45	267
11:00 AM	5	0	0	11	50	146	100	26	12	1	0	0	0	0	351	36-45	246
11:15 AM	3	1	0	12	54	143	104	29	6	2	0	0	0	0	354	36-45	247
11:30 AM	5	0	2	5	38	125	124	43	8	1	0	0	0	0	351	36-45	249
11:45 AM	8	0	0	17	45	123	123	35	8	1	0	0	0	0	360	36-45	246
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	8	1	2	16	52	156	83	34	7	0	0	0	0	0	359	36-45	239
12:15 PM	4	0	0	8	59	125	108	40	6	0	0	0	0	0	350	36-45	233
12:30 PM	11	0	0	14	50	166	133	40	7	0	0	0	0	0	421	36-45	299
12:45 PM	7	0	4	33	53	152	103	43	5	6	1	0	0	0	407	36-45	255
01:00 PM	6	0	3	12	81	161	125	57	13	3	1	0	0	0	462	36-45	286
01:15 PM	4	0	1	10	51	131	136	40	8	2	0	0	0	0	383	36-45	267
01:30 PM	6	0	6	13	66	148	108	36	5	2	0	0	0	0	390	36-45	256
01:45 PM	5	0	0	23	78	125	108	45	8	2	1	0	0	0	395	36-45	233
02:00 PM	6	0	0	19	71	112	152	29	6	0	0	0	0	0	395	36-45	264
02:15 PM	7	0	2	15	73	174	115	38	9	0	0	0	0	0	433	36-45	289
02:30 PM	10	2	5	20	86	150	123	33	10	0	0	0	0	0	439	36-45	273
02:45 PM	21	6	37	68	107	157	98	36	6	2	0	0	0	0	538	31-40	264
03:00 PM	40	29	34	50	89	147	99	20	8	3	0	0	0	0	519	36-45	246
03:15 PM	35	11	28	56	130	135	85	32	0	0	0	0	0	0	512	31-40	265
03:30 PM	25	16	33	59	108	137	80	22	4	3	0	0	0	0	487	31-40	245
03:45 PM	47	31	44	59	96	85	79	19	3	0	1	0	0	0	464	31-40	181
04:00 PM	73	27	19	31	70	126	59	11	0	0	0	0	0	0	416	31-40	196
04:15 PM	94	34	30	35	41	91	43	17	4	0	0	0	0	0	389	36-45	134
04:30 PM	66	49	51	47	50	87	46	10	3	0	0	0	0	0	409	31-40	137
04:45 PM	83	11	2	2	30	68	42	27	3	1	0	0	0	0	269	36-45	110
05:00 PM	70	9	4	12	45	81	57	15	4	1	0	0	0	0	298	36-45	138
05:15 PM	60	22	3	4	12	67	52	24	2	1	0	0	0	0	247	36-45	119
05:30 PM	65	4	7	4	29	73	50	15	2	2	1	0	0	0	252	36-45	123
05:45 PM	81	9	1	1	19	77	36	11	6	0	0	0	0	0	241	36-45	113
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 8 2022

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Run Data - Lafayette, CA																Date: Feb 5, 2022		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
06:00 PM	61	5	6	6	17	52	27	10	3	2	1	0	0	0	190	36-45	79	
06:15 PM	38	2	5	18	48	96	49	25	4	0	0	0	0	0	285	36-45	145	
06:30 PM	10	0	7	30	92	115	84	15	7	0	0	0	0	0	360	31-40	207	
06:45 PM	7	0	1	21	67	125	87	40	6	3	0	0	0	0	357	36-45	212	
07:00 PM	1	1	1	10	29	91	77	28	6	2	2	0	1	0	249	36-45	168	
07:15 PM	2	0	1	10	21	75	54	26	8	1	0	0	0	0	198	36-45	129	
07:30 PM	0	0	0	2	14	70	71	27	3	0	0	0	0	0	187	36-45	141	
07:45 PM	0	0	2	8	16	50	59	33	7	2	0	0	0	0	177	36-45	109	
08:00 PM	1	0	0	11	27	71	44	22	6	3	0	0	0	0	185	36-45	115	
08:15 PM	0	0	0	5	20	57	46	28	7	2	0	0	0	0	165	36-45	103	
08:30 PM	1	0	2	7	20	43	40	22	10	0	1	0	0	0	146	36-45	83	
08:45 PM	0	0	0	5	25	68	68	17	8	2	0	0	1	0	194	36-45	136	
09:00 PM	2	0	0	2	11	35	37	22	8	5	0	0	0	0	122	36-45	72	
09:15 PM	0	0	0	3	10	33	30	12	5	0	0	0	0	0	93	36-45	63	
09:30 PM	0	0	1	2	9	24	22	9	5	1	0	0	0	0	73	36-45	46	
09:45 PM	1	0	0	2	8	21	30	22	7	1	0	0	0	0	92	41-50	52	
10:00 PM	1	0	1	1	5	17	17	7	1	1	0	0	0	0	51	36-45	34	
10:15 PM	0	1	0	0	3	10	24	13	5	0	0	0	0	0	56	41-50	37	
10:30 PM	0	0	0	3	3	5	15	5	5	0	0	0	0	0	36	36-45	20	
10:45 PM	0	0	0	0	4	6	17	14	4	1	0	0	0	0	46	41-50	31	
11:00 PM	0	0	0	1	3	6	9	8	5	0	0	0	0	0	32	41-50	17	
11:15 PM	0	0	0	0	1	2	12	3	0	0	0	0	0	0	18	41-50	15	
11:30 PM	0	0	0	0	0	6	6	11	3	0	0	0	0	0	26	41-50	17	
11:45 PM	0	0	0	1	2	6	9	9	1	0	0	0	0	0	28	41-50	18	
Day Total	1139	294	421	1184	3313	7191	5984	2329	581	116	23	3	3	0	22581	36-45	13175	
Percent	5%	1.3%	1.9%	5.2%	14.7%	31.8%	26.5%	10.3%	2.6%	0.5%	0.1%	0%	0%	0%				
AM Peak	7:45 AM 15-min Vol	30	7:45 AM 18	7:45 AM 37	7:45 AM 78	7:45 AM 119	7:30 AM 182	8:45 AM 183	7:15 AM 90	6:45 AM 22	7:15 AM 6	6:00 AM 3	4:45 AM 1	5:45 AM 1	12:00 AM 0	7:45 AM 622		
PM Peak	4:15 PM 15-min Vol	94	4:30 PM 49	4:30 PM 51	2:45 PM 68	3:15 PM 130	2:15 PM 174	2:00 PM 152	1:00 PM 57	1:00 PM 13	12:45 PM 6	7:00 PM 2	12:00 PM 0	7:00 PM 1	12:00 PM 0	2:45 PM 538		

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	1	4	6	2	7	2	0	0	0	0	0	23	31-40	10
12:15 AM	0	0	1	1	2	3	3	2	1	0	0	0	0	0	13	36-45	6
12:30 AM	0	0	0	0	1	1	3	5	2	2	0	0	0	0	14	41-50	8
12:45 AM	0	0	0	0	1	1	2	5	2	0	0	0	0	0	11	45-54	7
01:00 AM	0	0	0	0	0	4	1	1	2	0	0	0	0	0	8	36-45	5
01:15 AM	0	0	0	0	1	3	1	2	1	0	0	0	0	0	8	33-42	4
01:30 AM	0	0	0	1	0	2	0	3	0	0	0	0	0	0	6	41-50	3
01:45 AM	0	0	0	0	0	1	1	3	1	0	0	0	0	0	6	43-52	4
02:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	41-50	5
02:15 AM	0	0	0	1	1	1	3	0	0	1	0	0	0	0	7	36-45	4
02:30 AM	0	0	0	0	0	4	1	2	0	0	0	0	0	0	7	36-45	5
02:45 AM	0	0	0	0	0	2	2	0	2	0	0	0	0	0	6	36-45	4
03:00 AM	1	0	0	0	0	3	2	0	0	0	1	0	0	0	7	36-45	5
03:15 AM	0	0	0	0	4	1	2	1	2	1	0	0	0	0	11	31-40	5
03:30 AM	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5	36-45	4
03:45 AM	0	0	0	0	0	1	6	5	2	1	0	0	0	0	15	41-50	11
04:00 AM	0	0	0	0	0	2	6	7	2	0	0	0	0	0	17	41-50	13
04:15 AM	0	0	0	0	1	5	10	6	0	0	0	0	0	0	22	41-50	16
04:30 AM	0	0	0	0	0	1	15	8	2	0	0	0	0	0	26	41-50	23
04:45 AM	0	0	0	4	1	3	10	15	9	0	0	0	0	0	42	41-50	25
05:00 AM	0	0	0	1	4	7	11	19	10	3	1	0	0	0	56	41-50	30
05:15 AM	0	0	0	1	4	11	36	27	15	2	0	0	0	0	96	41-50	63
05:30 AM	0	0	0	0	1	14	39	30	16	5	0	1	0	0	106	41-50	69
05:45 AM	0	0	0	1	4	26	36	34	12	5	1	0	0	0	119	41-50	70
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	1	1	5	29	58	51	14	6	3	0	0	0	168	41-50	109
06:15 AM	0	0	0	0	4	37	57	47	11	2	0	0	0	0	158	41-50	104
06:30 AM	3	0	0	3	6	55	77	59	19	3	0	0	0	0	225	41-50	136
06:45 AM	3	0	0	6	19	52	105	45	15	2	2	0	0	0	249	36-45	157
07:00 AM	4	0	0	5	26	87	113	62	17	3	0	0	0	0	317	36-45	200
07:15 AM	8	0	1	7	50	136	129	52	17	2	0	0	0	0	402	36-45	265
07:30 AM	10	0	2	17	72	178	142	65	16	3	0	0	0	0	505	36-45	320
07:45 AM	14	0	2	34	111	144	132	46	15	1	1	0	0	0	500	36-45	276
08:00 AM	20	0	11	53	108	183	124	39	8	2	0	0	0	0	548	36-45	307
08:15 AM	29	12	37	50	100	172	128	52	8	0	0	0	0	0	588	36-45	300
08:30 AM	9	0	6	33	120	197	154	48	9	1	0	0	0	0	577	36-45	351
08:45 AM	6	0	2	16	53	211	170	48	9	2	0	0	0	0	517	36-45	381
09:00 AM	7	1	0	13	49	167	146	35	9	3	0	0	0	0	430	36-45	313
09:15 AM	2	2	1	4	36	151	135	46	6	1	0	0	0	0	384	36-45	286
09:30 AM	3	0	4	11	50	149	107	33	7	1	0	0	0	0	365	36-45	256
09:45 AM	5	0	1	12	44	120	138	37	10	2	2	0	0	0	371	36-45	258
10:00 AM	5	0	1	3	49	117	111	32	4	3	0	0	0	0	325	36-45	228
10:15 AM	3	1	6	16	40	108	98	35	10	1	0	1	0	0	319	36-45	206
10:30 AM	3	0	2	4	37	151	90	34	6	3	1	0	0	0	331	36-45	241
10:45 AM	5	2	2	14	50	137	104	30	4	1	0	0	0	0	349	36-45	241
11:00 AM	2	2	6	13	66	159	86	19	5	1	0	0	0	0	359	36-45	245
11:15 AM	2	0	1	10	64	156	96	26	4	0	0	0	0	0	359	36-45	252
11:30 AM	1	0	1	15	36	125	92	34	10	0	0	0	0	0	314	36-45	217
11:45 AM	4	0	4	16	48	133	92	34	10	3	1	0	0	0	345	36-45	225
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: NB, SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	6	0	3	19	67	152	87	38	10	2	0	0	0	0	384	36-45	239
12:15 PM	6	0	2	9	55	153	120	41	8	1	1	0	0	0	396	36-45	273
12:30 PM	0	0	0	13	42	130	153	35	9	1	0	0	0	0	383	36-45	283
12:45 PM	6	0	3	6	66	141	135	46	13	6	0	0	0	0	422	36-45	276
01:00 PM	4	4	1	13	53	153	126	33	5	1	0	0	0	0	393	36-45	279
01:15 PM	9	0	1	9	55	144	120	33	6	2	0	0	0	0	379	36-45	264
01:30 PM	8	1	6	18	58	141	117	28	9	2	1	0	0	0	389	36-45	258
01:45 PM	12	0	4	14	53	150	130	38	6	0	0	0	0	0	407	36-45	280
02:00 PM	6	2	4	18	81	130	106	48	8	1	0	0	0	0	404	36-45	236
02:15 PM	6	2	3	10	57	167	124	38	7	1	0	0	0	0	415	36-45	291
02:30 PM	10	0	6	24	92	178	102	43	9	2	0	0	0	0	466	36-45	280
02:45 PM	11	1	17	40	100	199	108	30	7	0	0	0	0	0	513	36-45	307
03:00 PM	35	12	28	35	81	141	97	32	8	0	1	0	0	0	470	36-45	238
03:15 PM	95	21	16	12	38	117	83	27	13	0	1	0	0	0	423	36-45	200
03:30 PM	65	7	13	8	59	106	43	8	2	0	0	0	0	0	311	31-40	165
03:45 PM	76	7	10	2	18	59	54	21	7	0	0	0	0	0	254	36-45	113
04:00 PM	76	12	2	7	29	91	47	15	2	0	0	0	0	0	281	36-45	138
04:15 PM	90	16	4	10	18	50	58	15	6	0	0	0	0	0	267	36-45	108
04:30 PM	61	36	44	51	72	76	77	15	2	0	0	0	0	0	434	36-45	153
04:45 PM	45	32	54	50	67	85	54	14	4	0	0	0	0	0	405	31-40	152
05:00 PM	86	37	14	20	48	69	58	12	3	1	0	0	0	0	348	36-45	127
05:15 PM	84	6	5	2	37	62	59	20	5	0	0	0	0	0	280	36-45	121
05:30 PM	89	30	5	18	38	70	39	19	5	0	0	0	0	0	313	36-45	109
05:45 PM	33	18	30	57	98	109	67	22	2	2	0	0	0	0	438	31-40	207
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

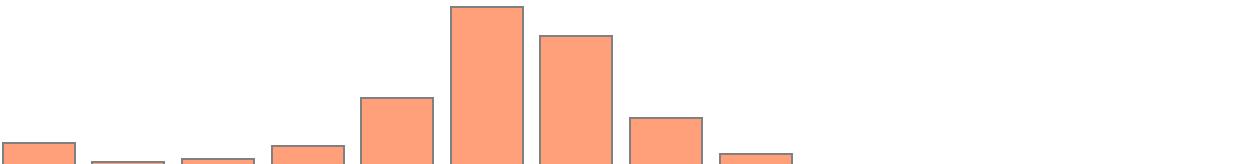
DIRECTION: NB, SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	7	1	16	58	105	153	74	22	5	0	0	0	0	0	441	31-40	258
06:15 PM	7	3	6	37	101	138	85	20	4	1	0	0	0	0	402	31-40	239
06:30 PM	7	0	2	12	70	127	94	47	7	0	0	0	0	0	366	36-45	221
06:45 PM	5	0	2	16	51	140	60	28	1	1	0	0	0	0	304	36-45	200
07:00 PM	1	0	2	15	38	94	80	33	6	1	0	0	0	0	270	36-45	174
07:15 PM	5	0	0	3	25	78	95	35	7	3	2	0	0	0	253	36-45	173
07:30 PM	0	0	1	6	23	80	58	27	5	0	0	0	0	0	200	36-45	138
07:45 PM	0	0	0	2	21	56	59	29	7	1	0	0	0	0	175	36-45	115
08:00 PM	0	0	1	4	22	48	48	25	7	2	0	0	0	0	157	36-45	96
08:15 PM	3	0	3	2	25	72	48	31	6	1	1	0	0	1	193	36-45	120
08:30 PM	3	0	2	5	23	52	46	23	8	1	0	0	0	0	163	36-45	98
08:45 PM	2	0	0	4	15	36	50	20	10	1	2	0	0	0	140	36-45	86
09:00 PM	0	0	1	3	6	38	43	16	5	2	1	0	0	0	115	36-45	81
09:15 PM	0	0	0	4	13	30	44	19	3	0	0	0	0	0	113	36-45	74
09:30 PM	1	0	0	2	11	31	30	15	3	1	2	0	0	0	96	36-45	61
09:45 PM	1	0	0	2	12	34	42	18	6	1	0	0	0	0	116	36-45	76
10:00 PM	0	0	0	1	7	19	34	10	3	0	0	0	0	0	74	36-45	53
10:15 PM	2	0	1	1	4	15	26	14	3	3	0	0	0	0	69	36-45	41
10:30 PM	0	0	0	0	0	16	25	11	6	0	0	0	0	0	58	36-45	41
10:45 PM	0	0	0	0	3	7	14	7	9	0	1	0	0	0	41	36-45	21
11:00 PM	0	0	0	0	2	6	10	9	3	1	0	0	0	0	31	41-50	19
11:15 PM	0	0	0	1	0	7	14	12	4	1	1	1	0	0	41	41-50	26
11:30 PM	0	0	1	0	3	9	7	6	2	0	0	0	0	0	28	36-45	16
11:45 PM	0	0	0	0	0	2	4	3	0	0	0	0	0	0	9	41-50	7
Day Total	1113	268	405	1010	3234	7419	6134	2346	602	109	27	3	0	1	22671	36-45	13553
Percent	4.9%	1.2%	1.8%	4.5%	14.3%	32.7%	27.1%	10.3%	2.7%	0.5%	0.1%	0%	0%	0%			
																	
AM Peak 15-min Vol	8:15 AM 29	8:15 AM 12	8:15 AM 37	8:00 AM 53	8:30 AM 120	8:45 AM 211	8:45 AM 170	7:30 AM 65	6:30 AM 19	6:00 AM 6	6:00 AM 3	5:30 AM 1	12:00 AM 0	12:00 AM 0	8:15 AM 588		
PM Peak 15-min Vol	3:15 PM 95	5:00 PM 37	4:45 PM 54	6:00 PM 58	6:00 PM 105	2:45 PM 199	12:30 PM 153	2:00 PM 48	12:45 PM 13	12:45 PM 6	7:15 PM 2	11:15 PM 1	12:00 PM 0	8:15 PM 1	2:45 PM 513		

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd SPECIFIC LOCATION: CITY/STATE: Lafayette, CA															QC JOB #: 15687513		
															DIRECTION: NB, SB		
															DATE: Feb 8 2022 - Feb 9 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2252	562	826	2194	6547	14610	12118	4675	1183	225	50	6	3	1	45252	36-45	26728
Percent	5%	1.2%	1.8%	4.8%	14.5%	32.3%	26.8%	10.3%	2.6%	0.5%	0.1%	0%	0%	0%			
Cumulative Percent	5%	6.2%	8%	12.9%	27.4%	59.6%	86.4%	96.8%	99.4%	99.9%	100%	100%	100%	100%			
ADT 22626														85th Percentile: 45 MPH Mean Speed(Average): 38 MPH Median: 39 MPH Mode: 38 MPH			
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	4	0	0	0	0	1	0	0	0	0	0	0	20
12:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	13	1	0	2	0	0	0	0	0	0	0	0	0	16
01:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
01:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
02:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
03:15 AM	0	4	2	0	2	0	0	1	0	0	0	0	0	0	9
03:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
03:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
04:00 AM	0	10	3	0	0	1	0	0	0	0	0	0	0	0	14
04:15 AM	0	12	5	2	1	0	0	0	0	0	0	0	0	0	20
04:30 AM	0	17	7	0	4	0	0	0	0	0	0	0	0	0	28
04:45 AM	0	29	9	0	4	1	0	0	0	0	0	0	0	0	43
05:00 AM	0	39	11	0	5	0	0	0	0	0	0	0	0	0	55
05:15 AM	0	59	15	0	4	0	0	0	0	0	0	0	0	0	78
05:30 AM	2	63	23	0	11	0	0	0	0	0	0	0	0	0	99
05:45 AM	1	82	32	1	17	0	0	1	0	0	0	0	0	1	135
Day Total															
Percent															
ADT															
22581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	85	36	1	14	0	1	1	0	0	0	0	0	0	138
06:15 AM	2	134	32	1	11	0	0	3	0	0	0	0	0	1	184
06:30 AM	0	168	40	2	21	0	0	1	0	0	0	0	0	1	233
06:45 AM	1	193	44	3	22	1	0	0	0	1	0	0	0	3	268
07:00 AM	2	199	48	3	19	0	0	4	0	2	0	0	0	9	286
07:15 AM	1	316	43	1	24	0	1	9	0	2	1	0	2	1	401
07:30 AM	5	383	69	7	30	1	0	8	2	0	5	0	0	14	524
07:45 AM	4	449	80	2	27	4	1	19	1	6	1	1	0	27	622
08:00 AM	4	376	97	3	26	1	1	9	0	2	1	0	0	14	534
08:15 AM	5	348	86	1	20	3	0	14	1	1	2	1	0	8	490
08:30 AM	3	362	82	1	38	2	1	11	3	1	3	0	0	22	529
08:45 AM	3	353	68	2	26	2	0	9	0	1	1	0	0	12	477
09:00 AM	4	340	75	2	29	4	0	12	0	2	1	0	0	11	480
09:15 AM	2	273	83	0	31	1	0	13	1	3	0	0	0	4	411
09:30 AM	3	250	71	2	29	1	1	8	0	0	0	0	0	12	377
09:45 AM	1	253	68	2	21	1	0	8	1	1	0	0	0	4	360
10:00 AM	0	217	67	0	19	0	0	4	0	1	0	0	0	8	316
10:15 AM	0	212	76	1	25	1	0	4	0	1	1	0	0	3	324
10:30 AM	0	248	67	0	22	0	0	8	0	2	2	0	0	6	355
10:45 AM	0	283	69	0	19	2	0	6	2	0	1	0	0	7	389
11:00 AM	0	237	64	1	33	0	0	10	1	0	0	0	0	5	351
11:15 AM	2	241	78	1	22	0	0	8	0	0	0	0	0	2	354
11:30 AM	1	263	50	0	20	2	0	10	0	0	0	0	0	5	351
11:45 AM	4	252	57	2	25	1	1	9	1	1	0	0	0	7	360
Day Total															
Percent															
ADT															
22581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	272	58	1	9	2	0	6	1	0	0	0	0	8	359
12:15 PM	2	260	65	0	11	1	0	5	1	1	0	0	0	4	350
12:30 PM	5	307	61	1	23	0	0	14	0	1	0	0	0	9	421
12:45 PM	0	306	65	1	20	1	0	7	0	0	0	0	0	7	407
01:00 PM	5	360	57	3	20	1	1	8	0	1	0	0	0	6	462
01:15 PM	1	293	63	2	9	0	0	11	0	0	0	0	0	4	383
01:30 PM	1	288	66	2	11	2	0	9	1	1	2	0	0	7	390
01:45 PM	3	287	71	0	19	2	0	8	0	0	0	0	0	5	395
02:00 PM	2	279	71	1	25	1	0	8	1	0	1	0	0	6	395
02:15 PM	1	306	85	2	25	1	0	3	2	0	1	0	0	7	433
02:30 PM	1	330	55	4	20	0	0	15	0	2	1	0	1	10	439
02:45 PM	3	381	97	2	32	2	0	8	1	0	2	1	0	9	538
03:00 PM	6	375	73	3	17	2	0	9	0	3	0	0	0	31	519
03:15 PM	8	362	74	4	29	0	0	6	2	3	0	0	0	24	512
03:30 PM	3	344	85	2	19	0	0	17	0	1	1	0	1	14	487
03:45 PM	2	328	75	1	14	1	1	11	1	1	1	0	1	27	464
04:00 PM	8	265	69	7	22	2	0	8	0	2	1	0	0	32	416
04:15 PM	5	251	60	6	12	3	1	8	1	1	1	0	1	39	389
04:30 PM	6	278	60	5	13	3	1	5	1	3	0	0	0	34	409
04:45 PM	7	168	40	2	10	0	0	2	1	1	1	0	1	36	269
05:00 PM	5	198	44	0	11	1	0	6	0	2	0	0	1	30	298
05:15 PM	5	155	31	2	2	3	1	9	1	2	0	1	0	35	247
05:30 PM	5	160	42	2	7	0	0	3	1	1	0	0	0	31	252
05:45 PM	12	137	32	2	10	1	1	2	1	0	0	0	0	43	241
Day Total															
Percent															
ADT															
22581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	6	120	24	0	6	0	0	1	0	0	0	0	0	33	190
06:15 PM	4	204	40	2	15	0	0	1	1	0	0	0	0	18	285
06:30 PM	0	283	50	0	9	0	0	6	0	1	2	0	0	9	360
06:45 PM	0	272	58	0	10	1	0	9	0	0	0	0	0	7	357
07:00 PM	0	202	39	0	6	0	0	1	0	0	0	0	0	1	249
07:15 PM	0	162	27	0	7	0	0	0	0	0	0	0	0	2	198
07:30 PM	0	158	24	0	3	0	0	2	0	0	0	0	0	0	187
07:45 PM	0	162	11	0	3	0	0	1	0	0	0	0	0	0	177
08:00 PM	0	153	27	0	3	0	0	1	0	0	0	0	0	1	185
08:15 PM	0	141	17	0	7	0	0	0	0	0	0	0	0	0	165
08:30 PM	0	124	16	0	3	0	0	2	0	0	0	0	0	1	146
08:45 PM	1	158	29	0	6	0	0	0	0	0	0	0	0	0	194
09:00 PM	0	99	17	0	2	1	0	1	0	0	0	0	0	2	122
09:15 PM	0	73	15	0	5	0	0	0	0	0	0	0	0	0	93
09:30 PM	0	63	6	1	3	0	0	0	0	0	0	0	0	0	73
09:45 PM	0	77	12	0	1	0	0	0	0	0	0	0	0	2	92
10:00 PM	0	47	2	0	1	0	0	0	0	0	0	0	0	1	51
10:15 PM	0	48	6	0	1	1	0	0	0	0	0	0	0	0	56
10:30 PM	0	30	5	0	1	0	0	0	0	0	0	0	0	0	36
10:45 PM	0	39	6	1	0	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
11:15 PM	0	14	2	0	2	0	0	0	0	0	0	0	0	0	18
11:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
11:45 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	0	28
Day Total	159	16251	3632	100	1110	61	13	404	30	54	33	4	8	722	22581
Percent	0.7%	72%	16.1%	0.4%	4.9%	0.3%	0.1%	1.8%	0.1%	0.2%	0.1%	0%	0%	3.2%	
ADT 22581															
AM Peak 15-min Vol	7:30 AM	7:45 AM	8:00 AM	7:30 AM	8:30 AM	7:45 AM	6:00 AM	7:45 AM	8:30 AM	7:45 AM	7:30 AM	7:45 AM	7:15 AM	7:45 AM	7:45 AM
	5	449	97	7	38	4	1	19	3	6	5	1	2	27	622
PM Peak 15-min Vol	5:45 PM	2:45 PM	2:45 PM	4:00 PM	2:45 PM	4:15 PM	1:00 PM	3:30 PM	2:15 PM	3:00 PM	1:30 PM	2:45 PM	2:30 PM	5:45 PM	2:45 PM
	12	381	97	7	32	3	1	17	2	3	2	1	1	43	538
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	4	0	1	1	0	0	0	0	0	0	0	1	23
12:15 AM	0	9	3	0	0	0	0	0	1	0	0	0	0	0	13
12:30 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
01:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
01:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
02:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	1	7
03:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
04:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
04:15 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	0	22
04:30 AM	0	15	5	0	6	0	0	0	0	0	0	0	0	0	26
04:45 AM	0	31	7	0	4	0	0	0	0	0	0	0	0	0	42
05:00 AM	1	40	9	0	6	0	0	0	0	0	0	0	0	0	56
05:15 AM	1	63	22	0	10	0	0	0	0	0	0	0	0	0	96
05:30 AM	0	74	21	0	11	0	0	0	0	0	0	0	0	0	106
05:45 AM	0	80	27	0	11	0	0	1	0	0	0	0	0	0	119
Day Total															
Percent															
ADT															
22671															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	98	44	0	21	2	0	3	0	0	0	0	0	0	168
06:15 AM	3	100	33	1	20	0	0	1	0	0	0	0	0	0	158
06:30 AM	3	155	40	2	16	0	0	5	0	0	0	1	0	3	225
06:45 AM	1	172	44	2	26	0	0	0	0	0	0	0	0	4	249
07:00 AM	1	226	51	4	22	2	0	4	0	1	1	0	0	5	317
07:15 AM	3	293	54	2	24	3	0	14	0	0	0	0	0	9	402
07:30 AM	1	369	63	5	32	3	0	16	1	2	1	0	0	12	505
07:45 AM	5	347	83	1	29	1	0	16	2	0	1	0	0	15	500
08:00 AM	3	399	79	5	27	1	0	14	0	1	0	0	0	19	548
08:15 AM	2	427	91	2	20	0	1	13	1	3	0	0	1	27	588
08:30 AM	6	428	83	4	25	1	0	19	0	0	1	0	0	10	577
08:45 AM	0	349	88	3	42	2	2	16	2	5	0	0	0	8	517
09:00 AM	2	286	80	5	27	0	0	19	1	1	1	0	0	8	430
09:15 AM	2	275	56	2	35	2	0	6	2	1	0	0	0	3	384
09:30 AM	0	257	72	0	19	1	0	10	1	0	0	0	0	5	365
09:45 AM	1	267	63	2	23	0	3	5	0	1	0	0	0	6	371
10:00 AM	2	205	76	2	29	1	0	3	1	0	0	0	0	6	325
10:15 AM	2	210	66	3	25	0	0	10	0	0	0	0	0	3	319
10:30 AM	3	224	71	2	21	1	0	5	0	0	0	0	0	4	331
10:45 AM	0	229	74	2	24	3	0	8	3	0	0	0	0	6	349
11:00 AM	1	261	62	0	25	0	0	8	0	0	0	0	0	2	359
11:15 AM	2	249	72	1	28	1	1	4	0	0	0	0	0	1	359
11:30 AM	2	219	68	0	10	1	1	11	1	0	0	0	0	1	314
11:45 AM	2	249	52	2	29	0	0	7	1	0	0	0	0	3	345
Day Total															
Percent															
ADT															
22671															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	280	52	3	28	3	2	7	1	0	1	0	0	6	384
12:15 PM	3	306	51	3	21	2	0	2	0	1	0	1	0	6	396
12:30 PM	0	285	58	1	24	2	0	9	2	0	1	0	0	1	383
12:45 PM	1	309	66	2	26	3	0	7	2	0	0	0	0	6	422
01:00 PM	5	288	72	0	16	0	1	3	1	2	1	0	0	4	393
01:15 PM	2	259	68	2	28	1	0	10	0	1	0	0	0	8	379
01:30 PM	2	283	71	0	16	2	1	4	1	1	0	1	0	7	389
01:45 PM	5	289	72	0	17	1	1	8	0	0	1	0	0	13	407
02:00 PM	2	279	76	1	30	0	0	7	0	0	1	1	0	7	404
02:15 PM	6	317	58	1	17	1	0	5	0	1	0	0	0	9	415
02:30 PM	2	337	70	2	30	0	1	11	0	1	2	0	0	10	466
02:45 PM	2	387	84	3	13	2	0	8	1	1	1	0	0	11	513
03:00 PM	4	354	60	4	22	1	0	4	0	1	0	0	0	20	470
03:15 PM	8	281	54	3	17	1	0	16	1	2	1	0	0	39	423
03:30 PM	3	198	53	1	15	2	1	4	0	0	0	0	0	34	311
03:45 PM	10	144	34	7	14	1	0	6	0	0	0	0	0	38	254
04:00 PM	8	165	55	4	7	2	1	5	0	0	1	0	0	33	281
04:15 PM	10	162	33	3	14	3	0	6	0	0	0	1	0	35	267
04:30 PM	5	293	72	1	21	3	0	5	1	0	1	0	0	32	434
04:45 PM	7	282	54	5	12	2	0	6	0	2	2	0	0	33	405
05:00 PM	4	242	52	5	7	4	0	5	1	1	1	1	1	24	348
05:15 PM	8	167	42	5	16	0	0	3	2	0	0	0	0	37	280
05:30 PM	11	194	47	4	19	1	0	3	0	0	0	0	0	34	313
05:45 PM	4	329	54	1	17	2	0	7	1	1	0	0	0	22	438
Day Total															
Percent															
ADT															
22671															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	362	47	0	14	1	0	6	0	0	2	0	0	7	441
06:15 PM	0	329	48	0	7	1	0	7	0	1	0	0	0	9	402
06:30 PM	1	303	40	1	8	1	0	5	0	0	0	0	0	7	366
06:45 PM	0	239	43	0	12	0	0	3	0	2	0	0	0	5	304
07:00 PM	1	214	41	0	10	0	0	3	0	0	0	0	0	1	270
07:15 PM	0	207	34	0	5	0	0	2	0	0	0	0	0	5	253
07:30 PM	0	171	24	0	5	0	0	0	0	0	0	0	0	0	200
07:45 PM	0	144	27	0	4	0	0	0	0	0	0	0	0	0	175
08:00 PM	1	133	19	0	4	0	0	0	0	0	0	0	0	0	157
08:15 PM	0	161	25	0	2	0	0	1	0	1	0	0	0	3	193
08:30 PM	0	135	20	0	5	0	0	0	0	0	0	0	0	3	163
08:45 PM	0	115	19	0	3	0	0	1	0	0	0	0	0	2	140
09:00 PM	0	94	17	0	4	0	0	0	0	0	0	0	0	0	115
09:15 PM	0	96	13	0	4	0	0	0	0	0	0	0	0	0	113
09:30 PM	0	84	7	0	3	0	0	1	0	0	0	0	0	1	96
09:45 PM	0	102	12	0	1	0	0	0	0	0	0	0	0	1	116
10:00 PM	0	66	6	0	2	0	0	0	0	0	0	0	0	0	74
10:15 PM	0	54	11	0	2	0	0	0	0	0	0	0	0	2	69
10:30 PM	0	46	11	0	1	0	0	0	0	0	0	0	0	0	58
10:45 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	0	41
11:00 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
11:15 PM	0	33	7	0	1	0	0	0	0	0	0	0	0	0	41
11:30 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28
11:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
Day Total	167	16345	3589	114	1202	68	16	399	31	34	21	6	2	677	22671
Percent	0.7%	72.1%	15.8%	0.5%	5.3%	0.3%	0.1%	1.8%	0.1%	0.1%	0.1%	0%	0%	3%	
ADT 22671															
AM Peak 15-min Vol	8:30 AM 6	8:30 AM 428	8:15 AM 91	7:30 AM 5	8:45 AM 42	7:15 AM 3	9:45 AM 3	8:30 AM 19	10:45 AM 3	8:45 AM 5	7:00 AM 1	6:30 AM 1	8:15 AM 1	8:15 AM 27	8:15 AM 588
PM Peak 15-min Vol	5:30 PM 11	2:45 PM 387	2:45 PM 84	3:45 PM 7	2:00 PM 30	5:00 PM 4	12:00 PM 2	3:15 PM 16	12:30 PM 2	1:00 PM 2	2:30 PM 2	12:15 PM 1	5:00 PM 1	3:15 PM 39	2:45 PM 513
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data**LOCATION:** Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**QC JOB #:** 15687513**SPECIFIC LOCATION:****DIRECTION:** NB, SB**CITY/STATE:** Lafayette, CA**DATE:** Feb 8 2022 - Feb 9 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	326	32596	7221	214	2312	129	29	803	61	88	54	10	10	1399	45252
Percent	0.7%	72%	16%	0.5%	5.1%	0.3%	0.1%	1.8%	0.1%	0.2%	0.1%	0%	0%	3.1%	

ADT
22626*Comments:*

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		20	23			22			22	<div style="width: 10%; background-color: #ff9999; height: 10px;"></div>
12:15 AM		15	13			14			14	<div style="width: 15%; background-color: #ff9999; height: 10px;"></div>
12:30 AM		6	14			10			10	<div style="width: 6%; background-color: #ff9999; height: 10px;"></div>
12:45 AM		16	11			14			14	<div style="width: 16%; background-color: #ff9999; height: 10px;"></div>
01:00 AM		6	8			7			7	<div style="width: 6%; background-color: #ff9999; height: 10px;"></div>
01:15 AM		7	8			8			8	<div style="width: 7%; background-color: #ff9999; height: 10px;"></div>
01:30 AM		7	6			7			7	<div style="width: 7%; background-color: #ff9999; height: 10px;"></div>
01:45 AM		11	6			9			9	<div style="width: 11%; background-color: #ff9999; height: 10px;"></div>
02:00 AM		4	5			5			5	<div style="width: 4%; background-color: #ff9999; height: 10px;"></div>
02:15 AM		16	7			12			12	<div style="width: 16%; background-color: #ff9999; height: 10px;"></div>
02:30 AM		6	7			7			7	<div style="width: 6%; background-color: #ff9999; height: 10px;"></div>
02:45 AM		6	6			6			6	<div style="width: 6%; background-color: #ff9999; height: 10px;"></div>
03:00 AM		8	7			8			8	<div style="width: 8%; background-color: #ff9999; height: 10px;"></div>
03:15 AM		9	11			10			10	<div style="width: 9%; background-color: #ff9999; height: 10px;"></div>
03:30 AM		8	5			7			7	<div style="width: 8%; background-color: #ff9999; height: 10px;"></div>
03:45 AM		9	15			12			12	<div style="width: 9%; background-color: #ff9999; height: 10px;"></div>
04:00 AM		14	17			16			16	<div style="width: 14%; background-color: #ff9999; height: 10px;"></div>
04:15 AM		20	22			21			21	<div style="width: 20%; background-color: #ff9999; height: 10px;"></div>
04:30 AM		28	26			27			27	<div style="width: 28%; background-color: #ff9999; height: 10px;"></div>
04:45 AM		43	42			43			43	<div style="width: 43%; background-color: #ff9999; height: 10px;"></div>
05:00 AM		55	56			56			56	<div style="width: 55%; background-color: #ff9999; height: 10px;"></div>
05:15 AM		78	96			87			87	<div style="width: 78%; background-color: #ff9999; height: 10px;"></div>
05:30 AM		99	106			103			103	<div style="width: 99%; background-color: #ff9999; height: 10px;"></div>
05:45 AM		135	119			127			127	<div style="width: 135%; background-color: #ff9999; height: 10px;"></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

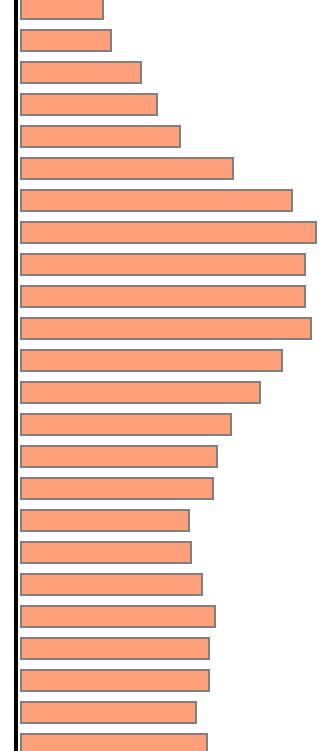
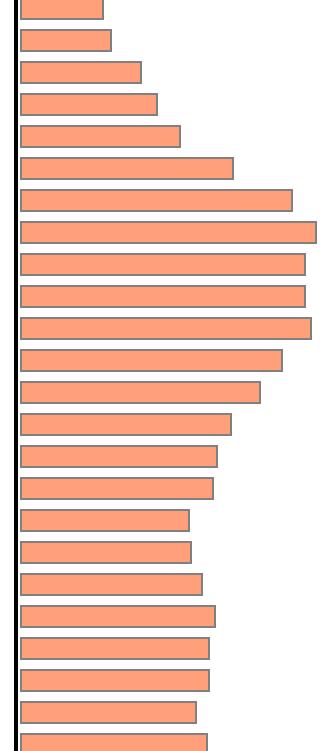
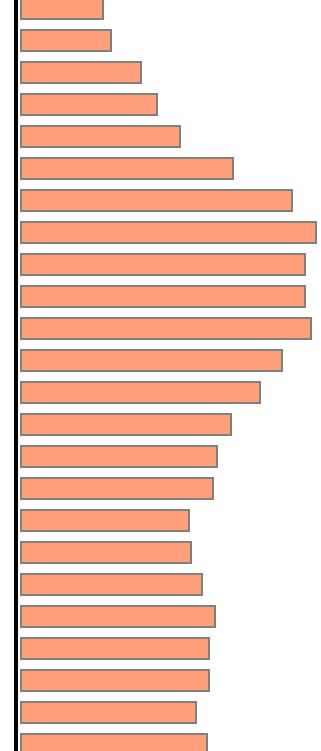
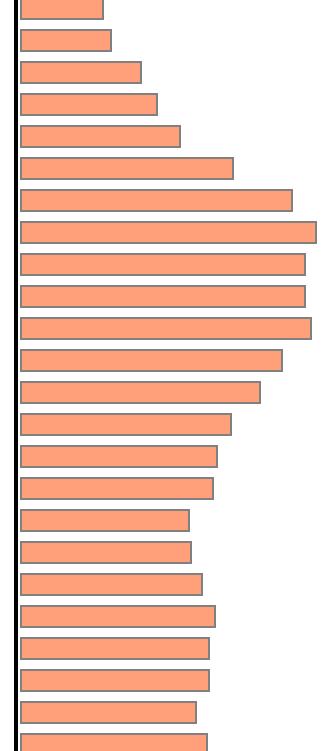
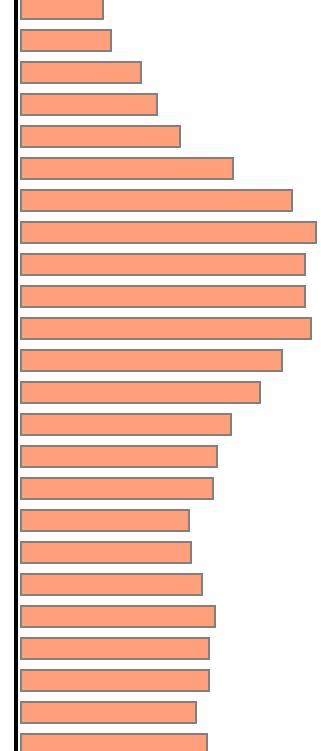
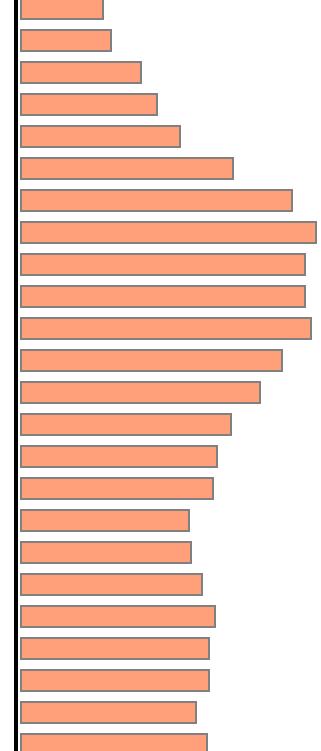
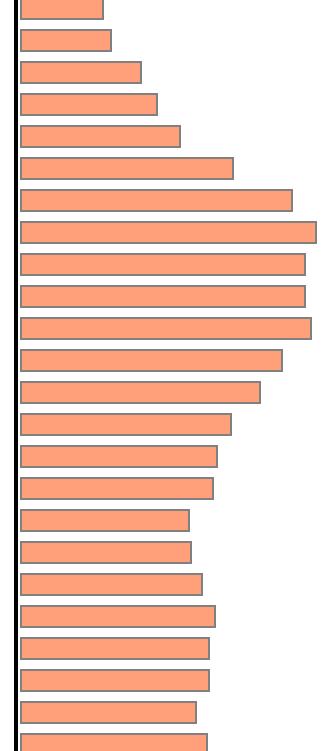
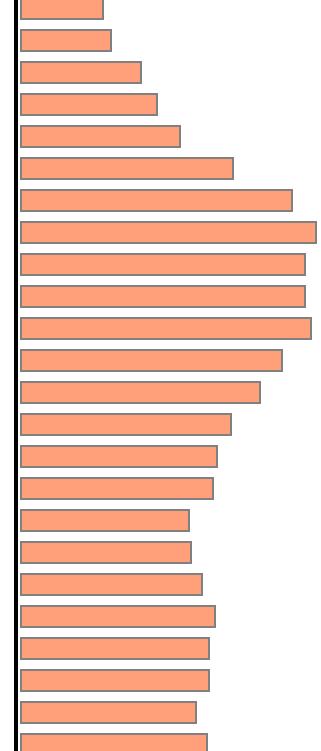
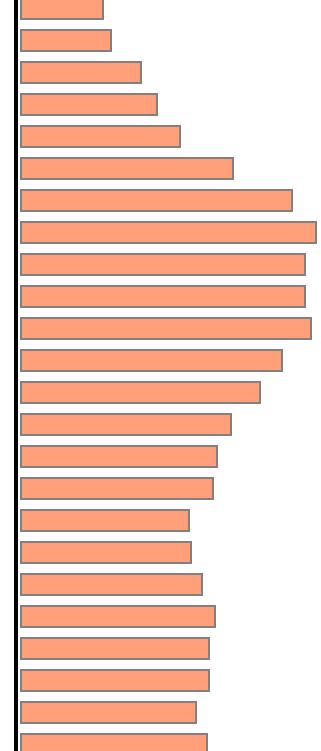
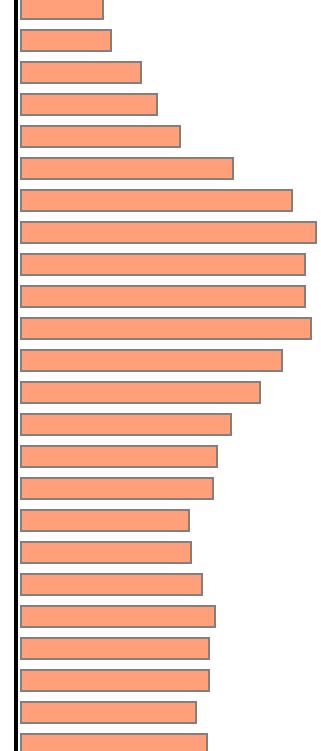
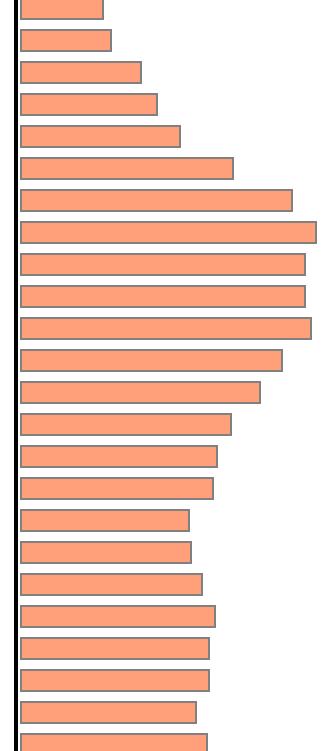
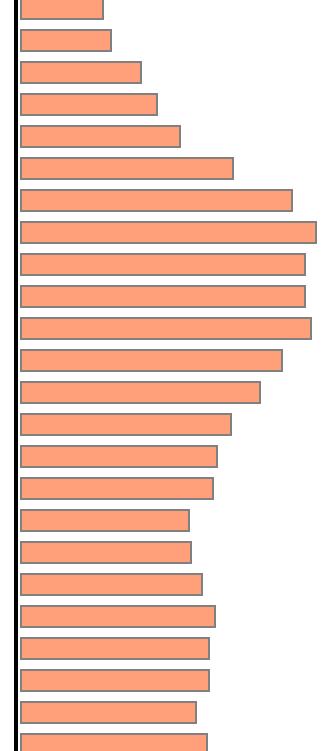
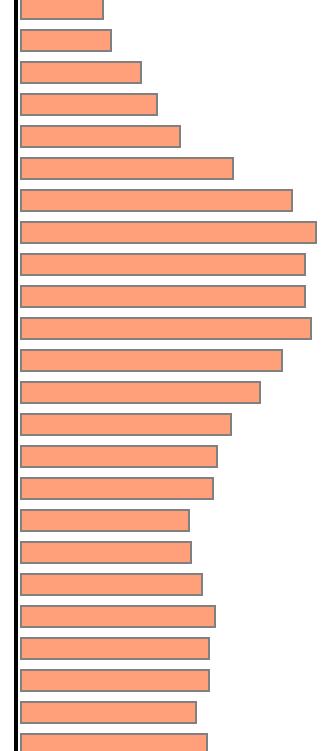
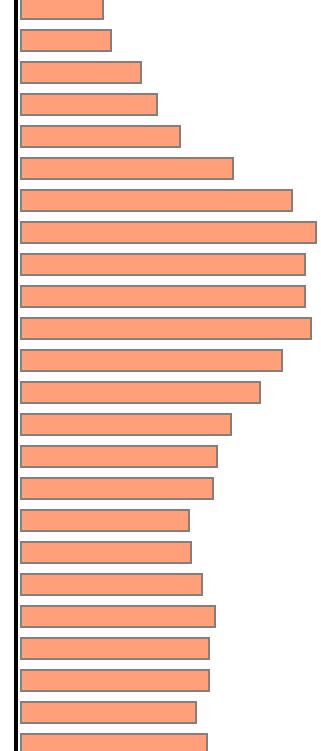
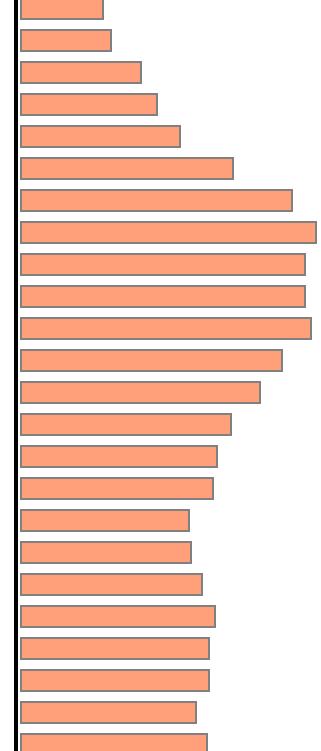
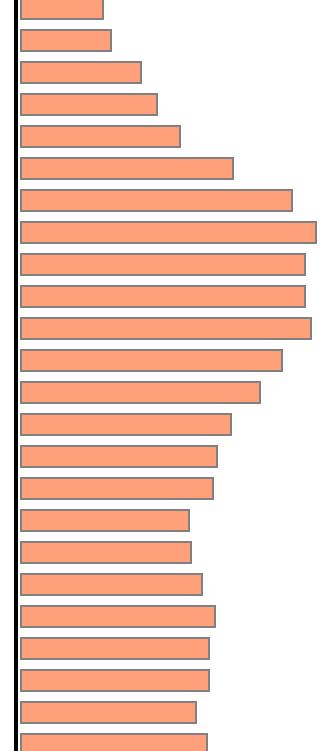
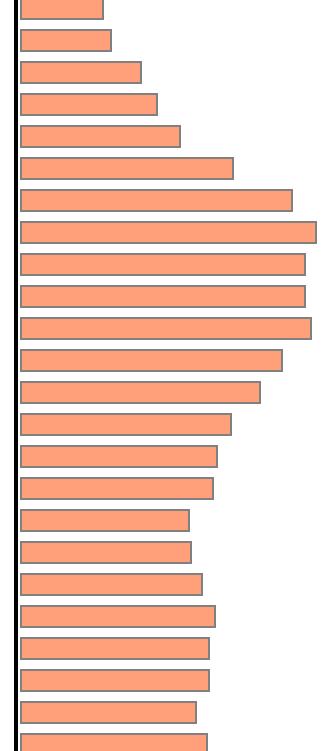
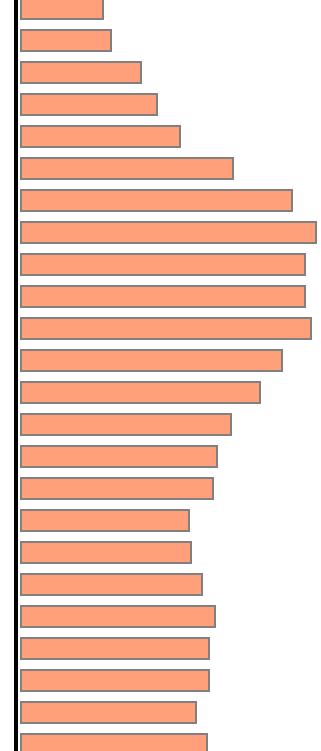
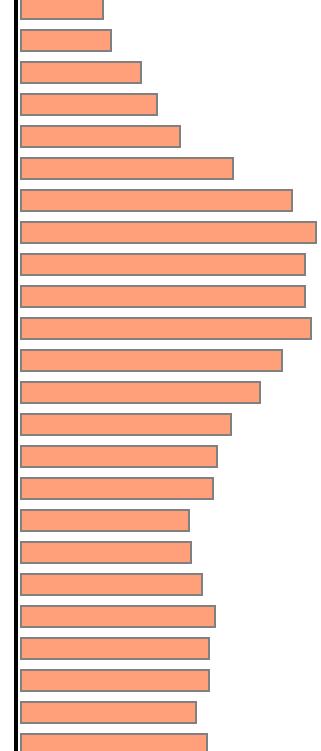
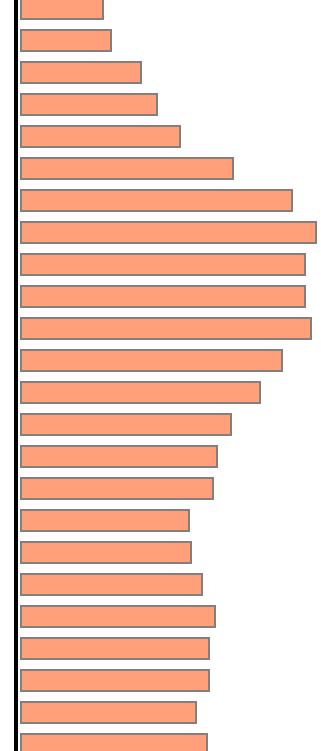
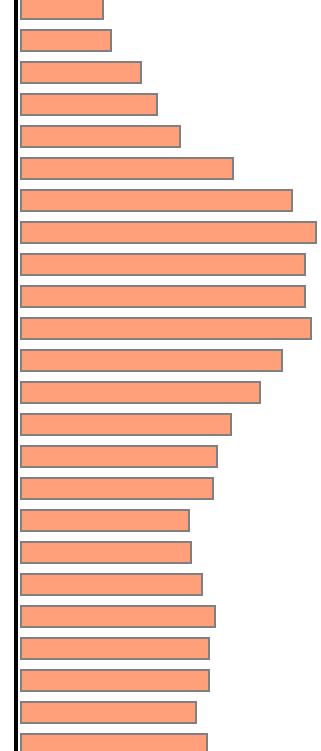
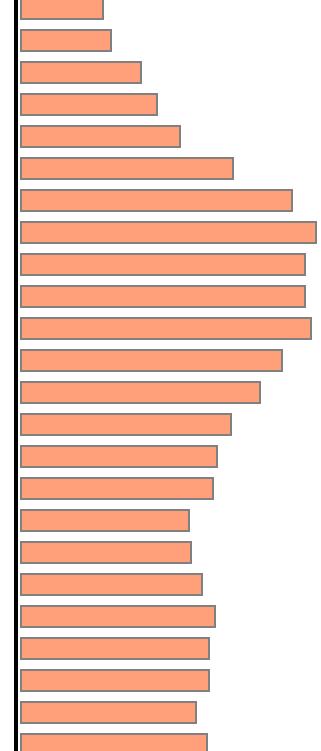
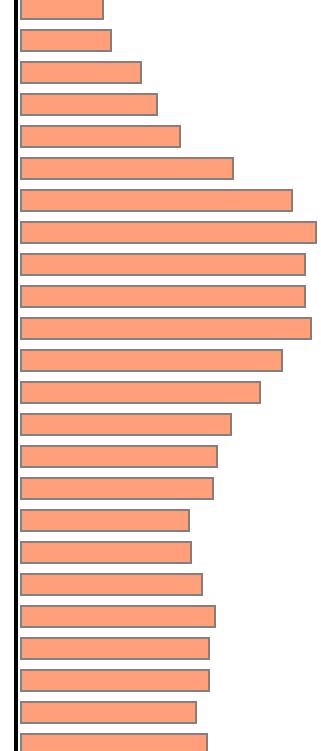
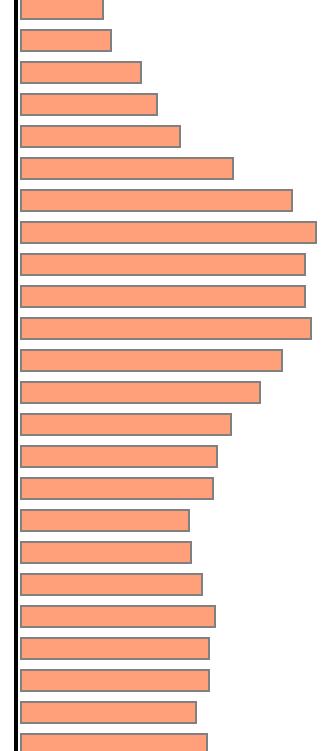
QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		138	168			153			153	
06:15 AM		184	158			171			171	
06:30 AM		233	225			229			229	
06:45 AM		268	249			259			259	
07:00 AM		286	317			302			302	
07:15 AM		401	402			402			402	
07:30 AM		524	505			515			515	
07:45 AM		622	500			561			561	
08:00 AM		534	548			541			541	
08:15 AM		490	588			539			539	
08:30 AM		529	577			553			553	
08:45 AM		477	517			497			497	
09:00 AM		480	430			455			455	
09:15 AM		411	384			398			398	
09:30 AM		377	365			371			371	
09:45 AM		360	371			366			366	
10:00 AM		316	325			321			321	
10:15 AM		324	319			322			322	
10:30 AM		355	331			343			343	
10:45 AM		389	349			369			369	
11:00 AM		351	359			355			355	
11:15 AM		354	359			357			357	
11:30 AM		351	314			333			333	
11:45 AM		360	345			353			353	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

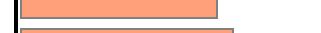
QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		359	384			372			372	
12:15 PM		350	396			373			373	
12:30 PM		421	383			402			402	
12:45 PM		407	422			415			415	
01:00 PM		462	393			428			428	
01:15 PM		383	379			381			381	
01:30 PM		390	389			390			390	
01:45 PM		395	407			401			401	
02:00 PM		395	404			400			400	
02:15 PM		433	415			424			424	
02:30 PM		439	466			453			453	
02:45 PM		538	513			526			526	
03:00 PM		519	470			495			495	
03:15 PM		512	423			468			468	
03:30 PM		487	311			399			399	
03:45 PM		464	254			359			359	
04:00 PM		416	281			349			349	
04:15 PM		389	267			328			328	
04:30 PM		409	434			422			422	
04:45 PM		269	405			337			337	
05:00 PM		298	348			323			323	
05:15 PM		247	280			264			264	
05:30 PM		252	313			283			283	
05:45 PM		241	438			340			340	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		190	441			316			316	
06:15 PM		285	402			344			344	
06:30 PM		360	366			363			363	
06:45 PM		357	304			331			331	
07:00 PM		249	270			260			260	
07:15 PM		198	253			226			226	
07:30 PM		187	200			194			194	
07:45 PM		177	175			176			176	
08:00 PM		185	157			171			171	
08:15 PM		165	193			179			179	
08:30 PM		146	163			155			155	
08:45 PM		194	140			167			167	
09:00 PM		122	115			119			119	
09:15 PM		93	113			103			103	
09:30 PM		73	96			85			85	
09:45 PM		92	116			104			104	
10:00 PM		51	74			63			63	
10:15 PM		56	69			63			63	
10:30 PM		36	58			47			47	
10:45 PM		46	41			44			44	
11:00 PM		32	31			32			32	
11:15 PM		18	41			30			30	
11:30 PM		26	28			27			27	
11:45 PM		28	9			19			19	
Day Total	22581	22671				22653			22653	
% Weekday Average	99.7%	100.1%								
% Week Average	99.7%	100.1%				100%				
AM Peak 15-min Vol	7:45 AM 622	8:15 AM 588				7:45 AM 561			7:45 AM 561	
PM Peak 15-min Vol	2:45 PM 538	2:45 PM 513				2:45 PM 526			2:45 PM 526	
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6	41-50	5
12:15 AM	0	0	0	1	1	3	1	0	0	0	0	0	0	0	6	33-42	4
12:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	36-45	2
12:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	41-50	4
01:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	36-45	3
01:30 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41-50	3
01:45 AM	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5	31-40	3
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	2	0	2	2	2	0	0	0	0	0	8	41-50	4
02:30 AM	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	31-40	2
02:45 AM	0	0	0	0	1	3	0	1	1	0	0	0	0	0	6	31-40	4
03:00 AM	0	0	0	0	1	2	2	1	0	1	0	0	0	0	7	36-45	4
03:15 AM	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6	36-45	6
03:30 AM	0	0	0	0	1	0	0	4	2	0	0	0	0	0	7	46-55	6
03:45 AM	0	0	0	0	0	0	5	0	2	0	0	0	0	0	7	36-45	5
04:00 AM	0	0	0	0	0	1	6	5	1	0	0	0	0	0	13	41-50	11
04:15 AM	0	0	0	0	2	3	5	3	2	1	0	0	0	0	16	36-45	8
04:30 AM	0	0	0	0	0	3	9	7	4	1	0	0	0	0	24	41-50	16
04:45 AM	0	0	0	0	0	1	15	14	5	0	2	1	0	0	38	41-50	29
05:00 AM	0	0	0	0	1	6	15	18	8	2	0	0	0	0	50	41-50	33
05:15 AM	0	0	0	0	4	7	23	26	9	2	0	0	0	0	71	41-50	49
05:30 AM	0	0	0	0	1	5	30	31	13	4	2	1	0	0	87	41-50	61
05:45 AM	0	0	0	0	3	19	52	23	6	4	1	0	1	0	109	41-50	75
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: SB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	3	30	38	25	15	0	3	1	0	0	115	36-45	68
06:15 AM	1	0	0	0	19	41	38	36	10	1	1	0	0	0	147	36-45	79
06:30 AM	1	0	0	0	11	49	76	43	14	4	0	0	0	0	198	36-45	125
06:45 AM	1	0	0	1	9	47	77	46	17	1	1	0	0	0	200	36-45	124
07:00 AM	7	0	0	0	9	62	78	50	10	0	0	0	0	0	216	36-45	140
07:15 AM	1	0	0	1	23	94	80	70	10	3	0	0	0	0	282	36-45	174
07:30 AM	8	0	0	13	46	101	85	26	8	1	0	0	0	0	288	36-45	186
07:45 AM	8	0	0	13	53	95	108	31	7	2	0	0	0	0	317	36-45	203
08:00 AM	11	0	0	3	63	110	114	30	3	1	0	0	0	0	335	36-45	224
08:15 AM	4	0	0	13	39	122	100	32	12	1	0	0	0	0	323	36-45	222
08:30 AM	14	0	6	33	66	108	75	33	7	0	0	0	0	0	342	36-45	183
08:45 AM	8	0	0	11	24	79	117	33	9	3	1	0	0	0	285	36-45	196
09:00 AM	7	0	5	43	59	89	81	29	6	0	1	0	0	0	320	36-45	170
09:15 AM	2	1	0	15	44	102	67	20	7	0	2	0	0	0	260	36-45	169
09:30 AM	11	0	0	3	29	95	56	25	6	1	0	0	0	0	226	36-45	151
09:45 AM	4	0	0	3	45	87	50	14	5	0	0	0	0	0	208	36-45	137
10:00 AM	6	0	0	2	27	73	44	16	2	0	0	0	0	0	170	36-45	117
10:15 AM	1	0	0	0	10	67	64	26	7	0	0	0	0	0	175	36-45	131
10:30 AM	2	0	0	1	19	64	72	20	6	2	0	0	0	0	186	36-45	136
10:45 AM	1	0	0	6	10	74	68	22	4	0	0	0	0	0	185	36-45	142
11:00 AM	1	0	0	2	23	91	57	13	6	0	0	0	0	0	193	36-45	148
11:15 AM	1	1	0	2	19	85	50	16	2	0	0	0	0	0	176	36-45	135
11:30 AM	1	0	0	0	13	60	74	26	5	1	0	0	0	0	180	36-45	134
11:45 AM	4	0	0	7	16	68	58	17	5	1	0	0	0	0	176	36-45	126
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**QC JOB #:** 15687513**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Lafayette, CA**DATE:** Feb 8 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	5	0	0	3	23	91	44	14	4	0	0	0	0	0	184	36-45	135
12:15 PM	1	0	0	1	29	57	44	19	2	0	0	0	0	0	153	36-45	101
12:30 PM	6	0	0	7	21	94	66	17	2	0	0	0	0	0	213	36-45	160
12:45 PM	5	0	0	4	10	84	53	29	4	5	1	0	0	0	195	36-45	137
01:00 PM	3	0	0	0	32	96	71	38	9	3	1	0	0	0	253	36-45	167
01:15 PM	0	0	0	0	18	62	66	20	4	1	0	0	0	0	171	36-45	128
01:30 PM	3	0	0	2	32	62	64	19	4	1	0	0	0	0	187	36-45	126
01:45 PM	1	0	0	6	41	57	39	16	5	1	0	0	0	0	166	31-40	98
02:00 PM	1	0	0	0	16	37	68	13	5	0	0	0	0	0	140	36-45	105
02:15 PM	4	0	0	1	12	75	59	23	5	0	0	0	0	0	179	36-45	134
02:30 PM	4	0	0	2	18	59	67	18	1	0	0	0	0	0	169	36-45	126
02:45 PM	2	0	0	8	31	78	65	27	4	1	0	0	0	0	216	36-45	143
03:00 PM	6	0	0	0	42	92	70	15	7	3	0	0	0	0	235	36-45	162
03:15 PM	7	1	0	10	41	70	61	27	0	0	0	0	0	0	217	36-45	131
03:30 PM	3	0	0	4	28	73	66	20	4	3	0	0	0	0	201	36-45	139
03:45 PM	4	0	0	2	29	56	66	18	3	0	1	0	0	0	179	36-45	122
04:00 PM	2	0	0	5	39	99	48	8	0	0	0	0	0	0	201	36-45	147
04:15 PM	1	0	1	5	26	81	43	17	4	0	0	0	0	0	178	36-45	124
04:30 PM	2	1	0	2	31	79	44	10	3	0	0	0	0	0	172	36-45	123
04:45 PM	6	2	0	2	30	68	42	27	3	1	0	0	0	0	181	36-45	110
05:00 PM	0	0	0	10	44	81	57	15	4	1	0	0	0	0	212	36-45	138
05:15 PM	2	0	0	2	12	67	52	24	2	1	0	0	0	0	162	36-45	119
05:30 PM	3	0	0	4	28	73	50	15	2	2	1	0	0	0	178	36-45	123
05:45 PM	4	0	0	1	17	77	36	11	6	0	0	0	0	0	152	36-45	113
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: SB

DATE: Feb 8 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	1	1	1	4	15	52	27	10	3	2	1	0	0	0	117	36-45	79
06:15 PM	2	0	2	1	15	52	34	16	3	0	0	0	0	0	125	36-45	86
06:30 PM	1	0	1	1	11	29	42	12	3	0	0	0	0	0	100	36-45	71
06:45 PM	2	0	0	2	26	54	40	18	3	2	0	0	0	0	147	36-45	94
07:00 PM	1	0	0	3	7	32	30	11	1	1	1	0	1	0	88	36-45	62
07:15 PM	0	0	0	1	4	28	23	14	2	0	0	0	0	0	72	36-45	51
07:30 PM	0	0	0	0	5	22	36	13	2	0	0	0	0	0	78	36-45	58
07:45 PM	0	0	0	1	2	13	31	10	3	2	0	0	0	0	62	36-45	44
08:00 PM	0	0	0	1	7	23	18	13	2	1	0	0	0	0	65	36-45	41
08:15 PM	0	0	0	1	2	29	14	12	1	0	0	0	0	0	59	36-45	43
08:30 PM	0	0	1	2	3	20	16	12	8	0	0	0	0	0	62	36-45	36
08:45 PM	0	0	0	1	16	39	36	13	5	1	0	0	1	0	112	36-45	75
09:00 PM	0	0	0	2	5	19	12	9	3	3	0	0	0	0	53	36-45	31
09:15 PM	0	0	0	1	4	11	13	8	1	0	0	0	0	0	38	36-45	24
09:30 PM	0	0	0	0	1	2	5	1	1	1	0	0	0	0	11	36-45	7
09:45 PM	1	0	0	1	3	10	16	15	3	0	0	0	0	0	49	41-50	31
10:00 PM	0	0	0	0	2	7	7	4	1	0	0	0	0	0	21	36-45	14
10:15 PM	0	0	0	0	1	3	10	6	2	0	0	0	0	0	22	41-50	16
10:30 PM	0	0	0	1	2	2	4	2	2	0	0	0	0	0	13	41-50	6
10:45 PM	0	0	0	0	2	2	10	8	2	1	0	0	0	0	25	41-50	18
11:00 PM	0	0	0	0	2	1	2	1	1	0	0	0	0	0	7	31-40	3
11:15 PM	0	0	0	0	0	1	7	3	0	0	0	0	0	0	11	41-50	10
11:30 PM	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7	36-45	4
11:45 PM	0	0	0	0	0	2	4	4	0	0	0	0	0	0	10	41-50	8
Day Total	188	7	17	277	1484	4177	3689	1518	378	74	20	3	3	0	11835	36-45	7866
Percent	1.6%	0.1%	0.1%	2.3%	12.5%	35.3%	31.2%	12.8%	3.2%	0.6%	0.2%	0%	0%	0%			
AM Peak 15-min Vol	8:30 AM 14	9:15 AM 1	8:30 AM 6	9:00 AM 43	8:30 AM 66	8:15 AM 122	8:45 AM 117	7:15 AM 70	6:45 AM 17	5:30 AM 4	6:00 AM 3	4:45 AM 1	5:45 AM 1	12:00 AM 0	8:30 AM 342		
PM Peak 15-min Vol	3:15 PM 7	4:45 PM 2	6:15 PM 2	3:15 PM 10	5:00 PM 44	4:00 PM 99	1:00 PM 71	1:00 PM 38	1:00 PM 9	12:45 PM 5	12:45 PM 1	12:00 PM 0	7:00 PM 1	12:00 PM 0	1:00 PM 253		

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**SPECIFIC LOCATION:****CITY/STATE:** Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	2	3	1	5	1	0	0	0	0	0	12	44-53	6
12:15 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4	21-30	2
12:30 AM	0	0	0	0	1	0	2	2	1	0	0	0	0	0	6	41-50	4
12:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
01:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
01:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
01:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
01:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	41-50	3
02:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	41-50	5
02:15 AM	0	0	0	0	1	0	2	0	0	1	0	0	0	0	4	36-45	2
02:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	31-40	3
02:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
03:00 AM	0	0	0	0	0	2	2	0	0	0	1	0	0	0	5	36-45	4
03:15 AM	0	0	0	0	2	1	1	1	1	0	0	0	0	0	7	31-40	3
03:30 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	41-50	3
03:45 AM	0	0	0	0	0	0	1	5	5	1	1	0	0	0	13	41-50	10
04:00 AM	0	0	0	0	0	2	6	7	2	0	0	0	0	0	17	41-50	13
04:15 AM	0	0	0	0	1	3	8	6	0	0	0	0	0	0	18	41-50	14
04:30 AM	0	0	0	0	0	1	12	8	2	0	0	0	0	0	23	41-50	20
04:45 AM	0	0	0	2	0	2	10	14	7	0	0	0	0	0	35	41-50	24
05:00 AM	0	0	0	0	2	4	8	17	10	3	1	0	0	0	45	46-55	27
05:15 AM	0	0	0	0	2	8	35	25	15	2	0	0	0	0	87	41-50	60
05:30 AM	0	0	0	0	1	12	36	26	12	5	0	1	0	0	93	41-50	62
05:45 AM	0	0	0	0	2	16	28	28	11	5	1	0	0	0	91	41-50	56
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**QC JOB #:** 15687513**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Lafayette, CA**DATE:** Feb 9 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	1	3	22	48	50	11	6	3	0	0	0	144	41-50	98
06:15 AM	0	0	0	0	2	27	51	43	11	2	0	0	0	0	136	41-50	94
06:30 AM	3	0	0	2	4	45	58	48	15	3	0	0	0	0	178	41-50	106
06:45 AM	2	0	0	5	13	39	87	42	12	1	2	0	0	0	203	41-50	129
07:00 AM	4	0	0	3	19	58	94	51	14	3	0	0	0	0	246	36-45	152
07:15 AM	5	0	0	4	41	95	94	34	9	2	0	0	0	0	284	36-45	189
07:30 AM	9	0	0	12	54	122	94	43	10	3	0	0	0	0	347	36-45	216
07:45 AM	13	0	0	17	64	72	80	34	9	1	1	0	0	0	291	36-45	152
08:00 AM	16	0	0	23	35	84	79	30	6	2	0	0	0	0	275	36-45	163
08:15 AM	6	0	0	0	32	121	102	40	6	0	0	0	0	0	307	36-45	223
08:30 AM	8	0	1	12	76	125	108	35	6	1	0	0	0	0	372	36-45	233
08:45 AM	5	0	0	1	22	146	126	31	7	1	0	0	0	0	339	36-45	272
09:00 AM	5	0	0	1	27	112	99	23	6	3	0	0	0	0	276	36-45	211
09:15 AM	0	0	0	2	16	96	87	15	5	0	0	0	0	0	221	36-45	183
09:30 AM	1	0	1	2	28	106	68	22	4	1	0	0	0	0	233	36-45	174
09:45 AM	3	0	1	7	20	72	81	24	6	1	2	0	0	0	217	36-45	153
10:00 AM	3	0	1	0	21	63	74	20	4	1	0	0	0	0	187	36-45	137
10:15 AM	1	1	0	6	21	49	57	24	7	1	0	1	0	0	168	36-45	106
10:30 AM	3	0	0	0	17	82	44	18	2	2	0	0	0	0	168	36-45	126
10:45 AM	0	0	0	2	27	80	63	15	2	1	0	0	0	0	190	36-45	143
11:00 AM	1	2	0	3	40	78	41	9	3	1	0	0	0	0	178	36-45	119
11:15 AM	0	0	0	1	35	102	46	7	2	0	0	0	0	0	193	36-45	148
11:30 AM	1	0	0	0	9	67	48	12	8	0	0	0	0	0	145	36-45	115
11:45 AM	2	0	0	8	16	62	54	22	8	3	1	0	0	0	176	36-45	116
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	2	0	0	8	37	79	47	17	7	2	0	0	0	0	199	36-45	126
12:15 PM	1	0	0	2	20	70	65	20	3	0	1	0	0	0	182	36-45	135
12:30 PM	0	0	0	2	22	61	79	12	3	1	0	0	0	0	180	36-45	140
12:45 PM	3	0	0	1	19	80	71	28	8	5	0	0	0	0	215	36-45	151
01:00 PM	2	2	0	2	8	64	74	15	3	0	0	0	0	0	170	36-45	138
01:15 PM	3	0	0	0	9	54	70	18	4	1	0	0	0	0	159	36-45	124
01:30 PM	2	1	0	0	12	69	61	15	6	2	0	0	0	0	168	36-45	130
01:45 PM	6	0	0	1	14	65	73	21	1	0	0	0	0	0	181	36-45	138
02:00 PM	2	2	3	3	40	54	41	24	1	1	0	0	0	0	171	36-45	95
02:15 PM	1	2	2	1	25	70	64	18	2	0	0	0	0	0	185	36-45	134
02:30 PM	2	0	3	4	35	83	46	23	8	0	0	0	0	0	204	36-45	129
02:45 PM	0	0	0	6	9	88	60	23	4	0	0	0	0	0	190	36-45	148
03:00 PM	4	0	1	1	31	94	79	23	6	0	1	0	0	0	240	36-45	173
03:15 PM	4	0	0	1	33	116	83	27	13	0	1	0	0	0	278	36-45	199
03:30 PM	3	0	0	2	54	103	43	8	2	0	0	0	0	0	215	31-40	157
03:45 PM	3	0	0	0	18	59	54	21	7	0	0	0	0	0	162	36-45	113
04:00 PM	2	0	0	7	29	91	47	15	2	0	0	0	0	0	193	36-45	138
04:15 PM	3	0	0	6	17	50	58	15	6	0	0	0	0	0	155	36-45	108
04:30 PM	7	0	1	1	34	65	75	15	2	0	0	0	0	0	200	36-45	140
04:45 PM	0	0	0	2	31	80	53	14	4	0	0	0	0	0	184	36-45	133
05:00 PM	3	1	0	5	42	63	58	12	3	1	0	0	0	0	188	36-45	121
05:15 PM	2	0	0	1	36	62	59	20	5	0	0	0	0	0	185	36-45	121
05:30 PM	3	0	0	12	37	70	39	19	5	0	0	0	0	0	185	36-45	109
05:45 PM	5	0	0	0	14	61	45	20	2	0	0	0	0	0	147	36-45	106
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	
Comments:																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15687513

DIRECTION: SB

DATE: Feb 9 2022

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

SPECIFIC LOCATION:

CITY/STATE: Lafayette, CA

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	1	0	0	0	15	75	42	15	1	0	0	0	0	0	149	36-45	117
06:15 PM	2	0	0	0	20	42	46	8	1	1	0	0	0	0	120	36-45	88
06:30 PM	2	0	0	3	13	37	44	23	3	0	0	0	0	0	125	36-45	81
06:45 PM	0	0	0	0	11	54	28	12	0	1	0	0	0	0	106	36-45	82
07:00 PM	0	0	0	1	7	35	38	16	4	1	0	0	0	0	102	36-45	73
07:15 PM	1	0	0	0	5	39	42	14	4	2	2	0	0	0	109	36-45	81
07:30 PM	0	0	0	1	4	34	25	12	2	0	0	0	0	0	78	36-45	59
07:45 PM	0	0	0	0	4	18	19	16	5	1	0	0	0	0	63	36-45	37
08:00 PM	0	0	0	0	8	13	15	13	4	2	0	0	0	0	55	40-49	28
08:15 PM	1	0	0	0	11	32	17	15	3	1	1	0	0	1	82	36-45	49
08:30 PM	1	0	0	0	7	19	26	9	3	1	0	0	0	0	66	36-45	45
08:45 PM	0	0	0	2	5	15	26	6	5	0	2	0	0	0	61	36-45	41
09:00 PM	0	0	0	1	1	12	16	7	3	1	0	0	0	0	41	36-45	28
09:15 PM	0	0	0	0	4	9	16	8	3	0	0	0	0	0	40	36-45	25
09:30 PM	0	0	0	1	6	14	6	8	1	1	0	0	0	0	38	31-40	20
09:45 PM	0	0	0	0	3	12	20	11	2	0	0	0	0	0	48	36-45	32
10:00 PM	0	0	0	1	2	6	11	2	1	0	0	0	0	0	23	36-45	17
10:15 PM	0	0	0	0	1	4	5	7	2	1	0	0	0	0	20	41-50	12
10:30 PM	0	0	0	0	0	7	5	5	2	0	0	0	0	0	19	36-45	12
10:45 PM	0	0	0	0	0	3	6	2	4	0	0	0	0	0	15	36-45	9
11:00 PM	0	0	0	0	1	0	4	5	2	1	0	0	0	0	13	41-50	9
11:15 PM	0	0	0	0	0	3	4	6	1	1	1	0	0	0	17	41-50	10
11:30 PM	0	0	1	0	1	2	0	3	2	0	0	0	0	0	9	46-55	5
11:45 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	36-45	2
Day Total	162	11	16	193	1411	4226	3852	1512	403	85	22	3	0	1	11897	36-45	8078
Percent	1.4%	0.1%	0.1%	1.6%	11.9%	35.5%	32.4%	12.7%	3.4%	0.7%	0.2%	0%	0%	0%			
AM Peak 15-min Vol	8:00 AM	11:00 AM	12:15 AM	8:00 AM	8:30 AM	8:45 AM	8:45 AM	7:00 AM	5:15 AM	6:00 AM	6:00 AM	5:30 AM	12:00 AM	12:00 AM	8:30 AM		
	16	2	1	23	76	146	126	51	15	6	3	1	0	0	372		
PM Peak 15-min Vol	4:30 PM	1:00 PM	2:00 PM	5:30 PM	3:30 PM	3:15 PM	3:15 PM	12:45 PM	3:15 PM	12:45 PM	7:15 PM	11:15 PM	12:00 PM	8:15 PM	3:15 PM		
	7	2	3	12	54	116	83	28	13	5	2	1	0	1	278		

Comments:

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd															QC JOB #: 15687513		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Lafayette, CA															DATE: Feb 8 2022 - Feb 9 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	350	18	33	470	2895	8403	7541	3030	781	159	42	6	3	1	23732	36-45	15944
Percent	1.5%	0.1%	0.1%	2%	12.2%	35.4%	31.8%	12.8%	3.3%	0.7%	0.2%	0%	0%	0%			
Cumulative Percent	1.5%	1.6%	1.7%	3.7%	15.9%	51.3%	83.1%	95.8%	99.1%	99.8%	100%	100%	100%	100%			
ADT 11866														85th Percentile: 46 MPH Mean Speed(Average): 39 MPH Median: 40 MPH Mode: 38 MPH			
<i>Comments:</i>																	

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:15 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
03:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00 AM	0	9	3	0	0	1	0	0	0	0	0	0	0	0	13
04:15 AM	0	9	5	1	1	0	0	0	0	0	0	0	0	0	16
04:30 AM	0	14	7	0	3	0	0	0	0	0	0	0	0	0	24
04:45 AM	0	26	8	0	3	1	0	0	0	0	0	0	0	0	38
05:00 AM	0	35	10	0	5	0	0	0	0	0	0	0	0	0	50
05:15 AM	0	53	15	0	3	0	0	0	0	0	0	0	0	0	71
05:30 AM	2	55	23	0	7	0	0	0	0	0	0	0	0	0	87
05:45 AM	1	66	26	0	15	0	0	1	0	0	0	0	0	0	109
Day Total															
Percent															
ADT															
11835															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	73	33	0	8	0	0	1	0	0	0	0	0	0	115
06:15 AM	2	105	26	0	10	0	0	3	0	0	0	0	0	1	147
06:30 AM	0	141	34	2	19	0	0	1	0	0	0	0	0	1	198
06:45 AM	1	148	28	3	16	1	0	0	0	1	0	0	0	2	200
07:00 AM	2	155	32	2	11	0	0	3	0	2	0	0	0	9	216
07:15 AM	1	228	23	1	17	0	0	6	0	2	1	0	2	1	282
07:30 AM	5	207	36	5	19	0	0	4	1	0	2	0	0	9	288
07:45 AM	2	232	41	1	14	2	1	12	0	3	0	1	0	8	317
08:00 AM	4	232	64	3	11	1	1	5	0	2	1	0	0	11	335
08:15 AM	4	231	60	0	6	1	0	12	1	1	1	1	0	5	323
08:30 AM	3	230	54	0	27	2	0	5	1	1	3	0	0	16	342
08:45 AM	3	205	43	1	15	2	0	6	0	0	1	0	0	9	285
09:00 AM	3	226	48	1	18	2	0	9	0	2	1	0	0	10	320
09:15 AM	2	179	49	0	18	0	0	7	1	2	0	0	0	2	260
09:30 AM	3	142	48	1	13	1	1	6	0	0	0	0	0	11	226
09:45 AM	1	145	41	1	9	1	0	5	1	1	0	0	0	3	208
10:00 AM	0	113	38	0	8	0	0	3	0	1	0	0	0	7	170
10:15 AM	0	114	42	0	12	1	0	3	0	1	0	0	0	2	175
10:30 AM	0	142	31	0	4	0	0	4	0	1	2	0	0	2	186
10:45 AM	0	138	36	0	6	1	0	2	1	0	0	0	0	1	185
11:00 AM	0	138	32	1	16	0	0	4	1	0	0	0	0	1	193
11:15 AM	2	121	40	0	9	0	0	4	0	0	0	0	0	0	176
11:30 AM	0	136	27	0	10	1	0	5	0	0	0	0	0	1	180
11:45 AM	4	127	28	1	7	0	0	4	1	1	0	0	0	3	176
Day Total															
Percent															
ADT															
11835															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	143	22	0	5	2	0	4	1	0	0	0	0	5	184
12:15 PM	1	118	26	0	3	1	0	2	1	0	0	0	0	1	153
12:30 PM	5	149	30	1	13	0	0	10	0	1	0	0	0	4	213
12:45 PM	0	146	34	0	6	0	0	4	0	0	0	0	0	5	195
01:00 PM	5	199	31	1	7	1	1	4	0	1	0	0	0	3	253
01:15 PM	0	140	25	0	3	0	0	3	0	0	0	0	0	0	171
01:30 PM	1	144	27	0	1	2	0	7	1	0	0	0	0	4	187
01:45 PM	2	124	27	0	5	0	0	7	0	0	0	0	0	1	166
02:00 PM	2	98	27	0	7	1	0	3	1	0	0	0	0	1	140
02:15 PM	0	119	42	1	7	1	0	2	2	0	1	0	0	4	179
02:30 PM	1	122	24	2	6	0	0	8	0	0	0	0	0	5	169
02:45 PM	0	156	41	0	11	1	0	3	1	0	1	0	0	2	216
03:00 PM	2	181	26	1	10	0	0	5	0	1	0	0	0	9	235
03:15 PM	4	161	31	1	10	0	0	1	1	0	0	0	0	8	217
03:30 PM	1	144	37	1	7	0	0	8	0	0	0	0	0	3	201
03:45 PM	1	135	30	0	5	1	0	2	0	0	0	0	0	5	179
04:00 PM	2	146	33	0	13	1	0	4	0	0	0	0	0	2	201
04:15 PM	1	131	36	0	4	0	0	4	1	0	0	0	0	1	178
04:30 PM	2	130	30	0	6	1	0	1	0	0	0	0	0	2	172
04:45 PM	3	133	31	0	6	0	0	1	0	1	0	0	0	6	181
05:00 PM	2	167	29	0	7	0	0	4	0	2	0	0	0	1	212
05:15 PM	1	122	24	0	1	1	0	9	1	1	0	0	0	2	162
05:30 PM	2	138	27	0	5	0	0	3	0	1	0	0	0	2	178
05:45 PM	1	118	21	0	6	1	0	1	0	0	0	0	0	4	152
Day Total															
Percent															
ADT															
11835															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	96	16	0	2	0	0	1	0	0	0	0	0	1	117
06:15 PM	3	97	16	0	7	0	0	0	0	0	0	0	0	2	125
06:30 PM	0	79	16	0	2	0	0	2	0	0	0	0	0	1	100
06:45 PM	0	103	30	0	5	1	0	6	0	0	0	0	0	2	147
07:00 PM	0	73	12	0	1	0	0	1	0	0	0	0	0	1	88
07:15 PM	0	57	13	0	2	0	0	0	0	0	0	0	0	0	72
07:30 PM	0	67	11	0	0	0	0	0	0	0	0	0	0	0	78
07:45 PM	0	57	4	0	1	0	0	0	0	0	0	0	0	0	62
08:00 PM	0	54	9	0	1	0	0	1	0	0	0	0	0	0	65
08:15 PM	0	48	8	0	3	0	0	0	0	0	0	0	0	0	59
08:30 PM	0	53	8	0	1	0	0	0	0	0	0	0	0	0	62
08:45 PM	1	91	17	0	3	0	0	0	0	0	0	0	0	0	112
09:00 PM	0	46	5	0	1	1	0	0	0	0	0	0	0	0	53
09:15 PM	0	26	10	0	2	0	0	0	0	0	0	0	0	0	38
09:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
09:45 PM	0	41	7	0	0	0	0	0	0	0	0	0	0	1	49
10:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
10:15 PM	0	19	2	0	0	1	0	0	0	0	0	0	0	0	22
10:30 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
10:45 PM	0	20	4	1	0	0	0	0	0	0	0	0	0	0	25
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
11:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
Day Total	91	8686	1960	33	530	35	4	227	18	29	14	2	4	202	
Percent	0.8%	73.4%	16.6%	0.3%	4.5%	0.3%	0%	1.9%	1.9%	0.2%	0.2%	0.1%	0%	0%	1.7%
ADT 11835															
AM Peak 15-min Vol	7:30 AM	7:45 AM	8:00 AM	7:30 AM	8:30 AM	7:45 AM	7:45 AM	7:45 AM	7:30 AM	7:45 AM	8:30 AM	7:45 AM	7:15 AM	8:30 AM	8:30 AM
	5	232	64	5	27	2	1	12	1	3	3	1	2	16	342
PM Peak 15-min Vol	12:30 PM	1:00 PM	2:15 PM	2:30 PM	12:30 PM	12:00 PM	1:00 PM	12:30 PM	2:15 PM	5:00 PM	2:15 PM	12:00 PM	2:30 PM	3:00 PM	1:00 PM
	5	199	42	2	13	2	1	10	2	2	1	0	1	9	253
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	2	0	1	1	0	0	0	0	0	0	0	0	12
12:15 AM	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
12:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
02:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
03:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
04:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
04:15 AM	0	10	6	0	2	0	0	0	0	0	0	0	0	0	18
04:30 AM	0	12	5	0	6	0	0	0	0	0	0	0	0	0	23
04:45 AM	0	25	6	0	4	0	0	0	0	0	0	0	0	0	35
05:00 AM	1	31	7	0	6	0	0	0	0	0	0	0	0	0	45
05:15 AM	1	56	21	0	9	0	0	0	0	0	0	0	0	0	87
05:30 AM	0	64	18	0	11	0	0	0	0	0	0	0	0	0	93
05:45 AM	0	58	24	0	8	0	0	1	0	0	0	0	0	0	91
Day Total															
Percent															
ADT															
11897															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	80	40	0	20	1	0	3	0	0	0	0	0	0	144
06:15 AM	3	86	31	0	15	0	0	1	0	0	0	0	0	0	136
06:30 AM	3	128	25	2	12	0	0	4	0	0	0	1	0	3	178
06:45 AM	1	144	34	2	19	0	0	0	0	0	0	0	0	3	203
07:00 AM	1	176	37	4	17	2	0	2	0	1	1	0	0	5	246
07:15 AM	3	206	37	1	17	1	0	13	0	0	0	0	0	6	284
07:30 AM	1	265	32	3	17	1	0	14	0	2	1	0	0	11	347
07:45 AM	5	191	51	0	14	1	0	12	2	0	1	0	0	14	291
08:00 AM	2	192	39	1	15	0	0	9	0	1	0	0	0	16	275
08:15 AM	1	226	48	1	14	0	0	8	0	1	0	0	0	8	307
08:30 AM	6	268	51	2	19	1	0	16	0	0	0	0	0	9	372
08:45 AM	0	225	52	3	27	2	2	14	2	5	0	0	0	7	339
09:00 AM	1	184	49	5	16	0	0	13	1	1	0	0	0	6	276
09:15 AM	1	158	30	2	20	2	0	4	2	1	0	0	0	1	221
09:30 AM	0	167	43	0	12	0	0	7	1	0	0	0	0	3	233
09:45 AM	1	162	31	1	12	0	2	3	0	1	0	0	0	4	217
10:00 AM	2	118	47	1	12	0	0	3	1	0	0	0	0	3	187
10:15 AM	1	111	37	2	10	0	0	6	0	0	0	0	0	1	168
10:30 AM	3	106	42	0	13	1	0	0	0	0	0	0	0	3	168
10:45 AM	0	128	44	0	13	1	0	3	1	0	0	0	0	0	190
11:00 AM	1	127	33	0	10	0	0	6	0	0	0	0	0	1	178
11:15 AM	1	128	44	0	15	1	1	3	0	0	0	0	0	0	193
11:30 AM	2	101	33	0	3	1	0	4	0	0	0	0	0	1	145
11:45 AM	2	131	24	0	12	0	0	5	1	0	0	0	0	1	176
Day Total															
Percent															
ADT															
11897															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	151	22	1	14	3	1	3	1	0	0	0	0	3	199
12:15 PM	3	144	21	2	6	2	0	2	0	0	0	1	0	1	182
12:30 PM	0	129	31	0	10	1	0	6	1	0	1	0	0	1	180
12:45 PM	1	152	32	2	16	3	0	4	2	0	0	0	0	3	215
01:00 PM	4	123	31	0	4	0	1	2	1	2	0	0	0	2	170
01:15 PM	2	114	27	0	9	1	0	4	0	0	0	0	0	2	159
01:30 PM	1	119	33	0	6	1	1	3	1	0	0	1	0	2	168
01:45 PM	5	125	35	0	5	0	0	4	0	0	0	0	0	7	181
02:00 PM	2	113	34	0	17	0	0	2	0	0	0	1	0	2	171
02:15 PM	6	136	25	0	8	1	0	5	0	0	0	0	0	4	185
02:30 PM	1	136	41	1	16	0	1	5	0	0	0	0	0	3	204
02:45 PM	0	147	32	0	6	1	0	2	1	1	0	0	0	0	190
03:00 PM	2	193	28	2	11	0	0	0	0	0	0	0	0	4	240
03:15 PM	0	213	33	1	12	0	0	11	1	2	1	0	0	4	278
03:30 PM	1	156	39	0	12	1	1	2	0	0	0	0	0	3	215
03:45 PM	3	117	24	1	9	1	0	4	0	0	0	0	0	3	162
04:00 PM	3	140	36	1	4	1	1	4	0	0	1	0	0	2	193
04:15 PM	1	119	19	0	8	1	0	3	0	0	0	0	0	4	155
04:30 PM	1	140	35	0	10	2	0	3	1	0	1	0	0	7	200
04:45 PM	3	137	29	2	8	0	0	2	0	2	1	0	0	0	184
05:00 PM	1	148	28	0	4	2	0	3	0	0	0	1	0	1	188
05:15 PM	1	137	32	1	7	0	0	3	0	0	0	0	0	4	185
05:30 PM	6	140	30	0	6	0	0	1	0	0	0	0	0	2	185
05:45 PM	3	102	28	0	7	0	0	2	0	0	0	0	0	5	147
Day Total															
Percent															
ADT															
11897															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 9 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	123	16	0	5	0	0	1	0	0	2	0	0	0	149
06:15 PM	0	103	10	0	2	0	0	2	0	0	0	0	0	3	120
06:30 PM	1	100	18	0	2	0	0	2	0	0	0	0	0	2	125
06:45 PM	0	82	18	0	4	0	0	2	0	0	0	0	0	0	106
07:00 PM	0	74	23	0	4	0	0	1	0	0	0	0	0	0	102
07:15 PM	0	84	20	0	2	0	0	2	0	0	0	0	0	1	109
07:30 PM	0	69	7	0	2	0	0	0	0	0	0	0	0	0	78
07:45 PM	0	52	10	0	1	0	0	0	0	0	0	0	0	0	63
08:00 PM	0	46	7	0	2	0	0	0	0	0	0	0	0	0	55
08:15 PM	0	69	11	0	0	0	0	1	0	0	0	0	0	1	82
08:30 PM	0	55	7	0	3	0	0	0	0	0	0	0	0	1	66
08:45 PM	0	49	11	0	1	0	0	0	0	0	0	0	0	0	61
09:00 PM	0	33	5	0	3	0	0	0	0	0	0	0	0	0	41
09:15 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	0	40
09:30 PM	0	33	3	0	2	0	0	0	0	0	0	0	0	0	38
09:45 PM	0	41	7	0	0	0	0	0	0	0	0	0	0	0	48
10:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
10:15 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
10:30 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
10:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
11:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	96	8600	1967	44	658	37	11	245	21	20	10	5	0	183	
Percent	0.8%	72.3%	16.5%	0.4%	5.5%	0.3%	0.1%	2.1%	2.1%	0.2%	0.2%	0.1%	0%	0%	1.5%
ADT 11897															
AM Peak 15-min Vol	8:30 AM	8:30 AM	8:45 AM	9:00 AM	8:45 AM	7:00 AM	8:45 AM	8:30 AM	7:45 AM	8:45 AM	7:00 AM	6:30 AM	12:00 AM	8:00 AM	8:30 AM
	6	268	52	5	27	2	2	16	2	5	1	1	0	16	372
PM Peak 15-min Vol	2:15 PM	3:15 PM	2:30 PM	12:15 PM	2:00 PM	12:00 PM	12:00 PM	3:15 PM	12:45 PM	1:00 PM	6:00 PM	12:15 PM	12:00 PM	1:45 PM	3:15 PM
	6	213	41	2	17	3	1	11	2	2	2	1	0	7	278
Comments:															

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

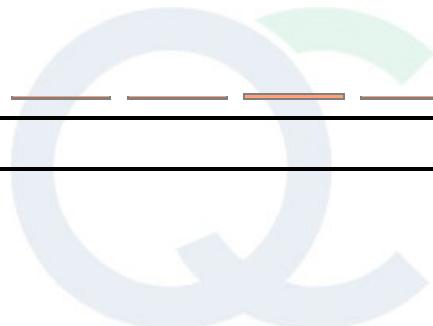
Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data**LOCATION:** Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd**QC JOB #:** 15687513**SPECIFIC LOCATION:****DIRECTION:** SB**CITY/STATE:** Lafayette, CA**DATE:** Feb 8 2022 - Feb 9 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	187	17286	3927	77	1188	72	15	472	39	49	24	7	4	385	
Percent	0.8%	72.8%	16.5%	0.3%	5%	0.3%	0.1%	2%	0.2%	0.2%	0.1%	0%	0%	1.6%	23732

ADT
11866*Comments:*

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)


Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		6	12			9			9	<div style="width: 10%; background-color: #f0f0f0;"></div>
12:15 AM		6	4			5			5	<div style="width: 10%; background-color: #f0f0f0;"></div>
12:30 AM		2	6			4			4	<div style="width: 10%; background-color: #f0f0f0;"></div>
12:45 AM		4	2			3			3	<div style="width: 10%; background-color: #f0f0f0;"></div>
01:00 AM		1	2			2			2	<div style="width: 10%; background-color: #f0f0f0;"></div>
01:15 AM		3	2			3			3	<div style="width: 10%; background-color: #f0f0f0;"></div>
01:30 AM		4	1			3			3	<div style="width: 10%; background-color: #f0f0f0;"></div>
01:45 AM		5	4			5			5	<div style="width: 10%; background-color: #f0f0f0;"></div>
02:00 AM		0	5			3			3	<div style="width: 10%; background-color: #f0f0f0;"></div>
02:15 AM		8	4			6			6	<div style="width: 10%; background-color: #f0f0f0;"></div>
02:30 AM		4	3			4			4	<div style="width: 10%; background-color: #f0f0f0;"></div>
02:45 AM		6	2			4			4	<div style="width: 10%; background-color: #f0f0f0;"></div>
03:00 AM		7	5			6			6	<div style="width: 10%; background-color: #f0f0f0;"></div>
03:15 AM		6	7			7			7	<div style="width: 10%; background-color: #f0f0f0;"></div>
03:30 AM		7	4			6			6	<div style="width: 10%; background-color: #f0f0f0;"></div>
03:45 AM		7	13			10			10	<div style="width: 10%; background-color: #f0f0f0;"></div>
04:00 AM		13	17			15			15	<div style="width: 10%; background-color: #f0f0f0;"></div>
04:15 AM		16	18			17			17	<div style="width: 10%; background-color: #f0f0f0;"></div>
04:30 AM		24	23			24			24	<div style="width: 10%; background-color: #f0f0f0;"></div>
04:45 AM		38	35			37			37	<div style="width: 10%; background-color: #f0f0f0;"></div>
05:00 AM		50	45			48			48	<div style="width: 10%; background-color: #f0f0f0;"></div>
05:15 AM		71	87			79			79	<div style="width: 10%; background-color: #f0f0f0;"></div>
05:30 AM		87	93			90			90	<div style="width: 10%; background-color: #f0f0f0;"></div>
05:45 AM		109	91			100			100	<div style="width: 10%; background-color: #f0f0f0;"></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		115	144			130			130	<div style="width: 10%; background-color: #f0a0a0; height: 10px;"></div>
06:15 AM		147	136			142			142	<div style="width: 12%; background-color: #f0a0a0; height: 10px;"></div>
06:30 AM		198	178			188			188	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
06:45 AM		200	203			202			202	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
07:00 AM		216	246			231			231	<div style="width: 17%; background-color: #f0a0a0; height: 10px;"></div>
07:15 AM		282	284			283			283	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
07:30 AM		288	347			318			318	<div style="width: 22%; background-color: #f0a0a0; height: 10px;"></div>
07:45 AM		317	291			304			304	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
08:00 AM		335	275			305			305	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
08:15 AM		323	307			315			315	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
08:30 AM		342	372			357			357	<div style="width: 20%; background-color: #f0a0a0; height: 10px;"></div>
08:45 AM		285	339			312			312	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
09:00 AM		320	276			298			298	<div style="width: 18%; background-color: #f0a0a0; height: 10px;"></div>
09:15 AM		260	221			241			241	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
09:30 AM		226	233			230			230	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
09:45 AM		208	217			213			213	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
10:00 AM		170	187			179			179	<div style="width: 13%; background-color: #f0a0a0; height: 10px;"></div>
10:15 AM		175	168			172			172	<div style="width: 13%; background-color: #f0a0a0; height: 10px;"></div>
10:30 AM		186	168			177			177	<div style="width: 13%; background-color: #f0a0a0; height: 10px;"></div>
10:45 AM		185	190			188			188	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
11:00 AM		193	178			186			186	<div style="width: 13%; background-color: #f0a0a0; height: 10px;"></div>
11:15 AM		176	193			185			185	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
11:30 AM		180	145			163			163	<div style="width: 10%; background-color: #f0a0a0; height: 10px;"></div>
11:45 AM		176	176			176			176	<div style="width: 15%; background-color: #f0a0a0; height: 10px;"></div>
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

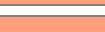
QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed 9 Feb 22	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		184	199			192			192	
12:15 PM		153	182			168			168	
12:30 PM		213	180			197			197	
12:45 PM		195	215			205			205	
01:00 PM		253	170			212			212	
01:15 PM		171	159			165			165	
01:30 PM		187	168			178			178	
01:45 PM		166	181			174			174	
02:00 PM		140	171			156			156	
02:15 PM		179	185			182			182	
02:30 PM		169	204			187			187	
02:45 PM		216	190			203			203	
03:00 PM		235	240			238			238	
03:15 PM		217	278			248			248	
03:30 PM		201	215			208			208	
03:45 PM		179	162			171			171	
04:00 PM		201	193			197			197	
04:15 PM		178	155			167			167	
04:30 PM		172	200			186			186	
04:45 PM		181	184			183			183	
05:00 PM		212	188			200			200	
05:15 PM		162	185			174			174	
05:30 PM		178	185			182			182	
05:45 PM		152	147			150			150	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Pleasant Hill Rd btwn Mt Diablo Blvd and Stanley Blvd/Deer Hill Rd

QC JOB #: 15687513

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Lafayette, CA

DATE: Feb 8 2022 - Feb 9 2022

Start Time	Mon 8 Feb 22	Tue 9 Feb 22	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		117	149			133			133	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
06:15 PM		125	120			123			123	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
06:30 PM		100	125			113			113	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
06:45 PM		147	106			127			127	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
07:00 PM		88	102			95			95	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
07:15 PM		72	109			91			91	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
07:30 PM		78	78			78			78	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
07:45 PM		62	63			63			63	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
08:00 PM		65	55			60			60	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
08:15 PM		59	82			71			71	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
08:30 PM		62	66			64			64	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
08:45 PM		112	61			87			87	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
09:00 PM		53	41			47			47	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
09:15 PM		38	40			39			39	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
09:30 PM		11	38			25			25	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
09:45 PM		49	48			49			49	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
10:00 PM		21	23			22			22	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
10:15 PM		22	20			21			21	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
10:30 PM		13	19			16			16	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
10:45 PM		25	15			20			20	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
11:00 PM		7	13			10			10	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
11:15 PM		11	17			14			14	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
11:30 PM		7	9			8			8	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
11:45 PM		10	3			7			7	<div style="width: 100px; height: 10px; background-color: #ff9966;"></div>
Day Total	11835	11897				11891			11891	
% Weekday Average	99.5%	100.1%								
% Week Average	99.5%	100.1%				100%				
AM Peak 15-min Vol	8:30 AM 342	8:30 AM 372				8:30 AM 357			8:30 AM 357	
PM Peak 15-min Vol	1:00 PM 253	3:15 PM 278				3:15 PM 248			3:15 PM 248	
Comments:										

Report generated on 2/15/2022 11:08 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Appendix B

Existing Conditions Intersection Operations – Vistro Worksheets

Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Existing AM.pdf

Scenario 1 Existing AM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pleasant Hill Road & Stanley Boulevard/Deer Hill Road	Signalized	HCM 6th Edition	SWB Left	0.884	46.1	D
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	NB Left	0.460	22.6	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Pleasant Hill Road & Stanley Boulevard/Deer Hill Road

Control Type:	Signalized	Delay (sec / veh):	46.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	185.00	100.00	100.00	257.00	100.00	260.00	175.00	100.00	186.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Base Volume Input [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	1.00	0.00	4.00	1.00	2.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	21	12	70	38	29	35	241	79	44	441	131
Total Analysis Volume [veh/h]	342	84	48	280	151	116	141	966	315	178	1765	524
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	11			0			12			0		
v_di, Inbound Pedestrian Volume crossing major street	12			0			11			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			3			2			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			2			3			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	5.10	5.10	4.60	4.60	4.60	4.00	5.10	5.10	4.00	5.10	5.10
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.10	3.10	2.60	2.60	2.60	2.00	3.10	3.10	2.00	3.10	3.10
g_i, Effective Green Time [s]	20	20	20	20	20	14	74	74	17	78	78
g / C, Green / Cycle	0.14	0.14	0.13	0.13	0.13	0.09	0.50	0.50	0.11	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.10	0.08	0.12	0.12	0.08	0.08	0.27	0.20	0.10	0.50	0.33
s, saturation flow rate [veh/h]	3486	1737	1795	1871	1543	1795	3560	1574	1810	3560	1568
c, Capacity [veh/h]	474	236	236	246	203	163	1765	780	202	1838	809
d1, Uniform Delay [s]	62.09	60.61	64.11	64.10	61.10	67.25	26.17	23.69	65.66	34.81	26.08
k, delay calibration	0.04	0.04	0.08	0.08	0.04	0.04	0.50	0.50	0.05	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.79	0.77	8.51	8.16	0.95	5.12	1.23	1.55	5.78	13.49	3.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.56	0.89	0.89	0.57	0.86	0.55	0.40	0.88	0.96	0.65
d, Delay for Lane Group [s/veh]	62.88	61.38	72.62	72.26	62.05	72.37	27.40	25.25	71.44	48.29	30.06
Lane Group LOS	E	E	E	E	E	E	C	C	E	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.33	4.78	8.53	8.86	4.23	5.59	12.30	7.42	7.07	33.64	14.33
50th-Percentile Queue Length [ft/ln]	158.34	119.60	213.16	221.41	105.65	139.68	307.44	185.49	176.64	840.92	358.24
95th-Percentile Queue Length [veh/ln]	10.46	8.37	13.32	13.74	7.60	9.46	18.05	11.89	11.43	43.15	20.54
95th-Percentile Queue Length [ft/ln]	261.53	209.27	332.88	343.42	189.94	236.60	451.22	297.17	285.63	1078.7	513.44

Movement, Approach, & Intersection Results

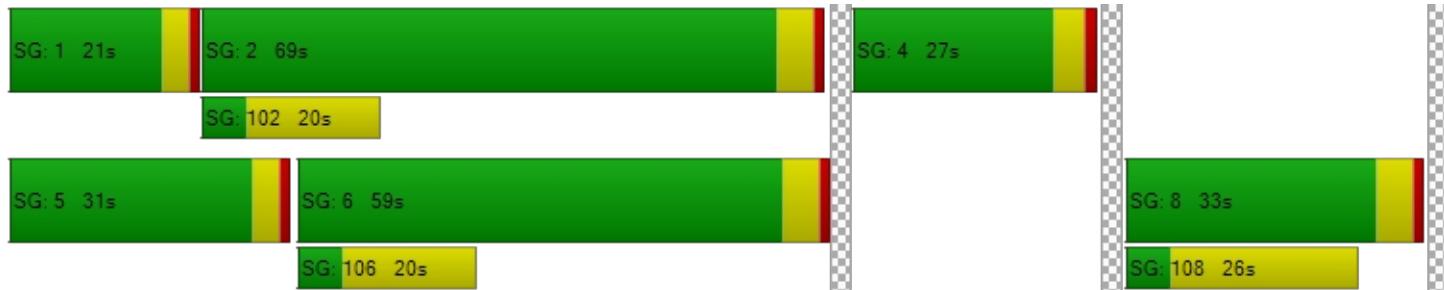
d_M, Delay for Movement [s/veh]	62.88	61.38	61.38	72.53	72.26	62.05	72.37	27.40	25.25	71.44	48.29	30.06
Movement LOS	E	E	E	E	E	E	E	C	C	E	D	C
d_A, Approach Delay [s/veh]	62.46			70.23			31.38			46.09		
Approach LOS		E			E			C			D	
d_I, Intersection Delay [s/veh]				46.10								
Intersection LOS							D					
Intersection V/C						0.884						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	22.4
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	333.89	0.00
d_p, Pedestrian Delay [s]	66.27	66.27	66.27	54.27
I_p,int, Pedestrian LOS Score for Intersection	2.471	2.431	3.050	3.103
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	372	299	719	852
d_b, Bicycle Delay [s]	49.74	54.30	30.80	24.74
I_b,int, Bicycle LOS Score for Intersection	2.342	2.462	2.733	3.595
Bicycle LOS	B	B	B	D

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	0.70	0.60	2.00	4.20	4.20	0.70	4.40	2.80	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Peak Hour Factor	0.9400	0.9400	0.9400	1.0000	0.9400	0.9400	0.9400	0.9400	0.9400	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	185	108	0	135	149	51	61	35	0	0	0
Total Analysis Volume [veh/h]	272	738	432	0	538	597	203	243	141	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		4			0			3			0	
v_di, Inbound Pedestrian Volume crossing major street		3			0			4			0	
v_co, Outbound Pedestrian Volume crossing minor street		3			1			1			4	
v_ci, Inbound Pedestrian Volume crossing minor street		4			1			1			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		6			1			5			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	
C, Cycle Length [s]	110	110	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	8.10	8.10	8.10	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	6.10	6.10	6.10	
g_i, Effective Green Time [s]	19	77	77	55	16	16	16	
g / C, Green / Cycle	0.17	0.70	0.70	0.50	0.15	0.15	0.15	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.21	0.27	0.15	0.11	0.11	0.12	
s, saturation flow rate [veh/h]	1775	3598	1585	3498	1800	1834	1569	
c, Capacity [veh/h]	300	2526	1113	1732	266	271	232	
d1, Uniform Delay [s]	44.87	6.14	6.67	16.57	45.02	44.90	45.16	
k, delay calibration	0.04	0.50	0.50	0.50	0.04	0.04	0.04	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.28	0.29	1.02	0.47	1.72	1.55	2.18	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.91	0.29	0.39	0.31	0.76	0.75	0.78	
d, Delay for Lane Group [s/veh]	49.15	6.43	7.69	17.03	46.73	46.44	47.34	
Lane Group LOS	D	A	A	B	D	D	D	
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.59	2.99	3.98	4.10	5.43	5.39	4.89	
50th-Percentile Queue Length [ft/ln]	189.73	74.63	99.59	102.39	135.66	134.71	122.37	
95th-Percentile Queue Length [veh/ln]	12.11	5.37	7.17	7.37	9.25	9.20	8.52	
95th-Percentile Queue Length [ft/ln]	302.68	134.33	179.27	184.30	231.17	229.88	213.08	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.15	6.43	7.69	0.00	17.03	0.00	46.73	46.59	47.34	0.00	0.00	0.00
Movement LOS	D	A	A		B		D	D	D			
d_A, Approach Delay [s/veh]		14.87			17.03			46.82			0.00	
Approach LOS		B			B			D			A	
d_I, Intersection Delay [s/veh]					22.63							
Intersection LOS					C							
Intersection V/C					0.460							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	0.00	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	2.765	0.000	2.350	2.053
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1084	447	616	0
d_b, Bicycle Delay [s]	11.58	33.17	26.39	55.00
I_b,int, Bicycle LOS Score for Intersection	2.749	2.003	2.044	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	4	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Existing PM.pdf

Scenario 2 Existing PM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pleasant Hill Road & Stanley Boulevard/Deer Hill Road	Signalized	HCM 6th Edition	NWB Thru	1.026	79.9	E
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	EB Right	0.608	28.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Pleasant Hill Road & Stanley Boulevard/Deer Hill Road

Control Type:	Signalized	Delay (sec / veh):	79.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.026

Intersection Setup

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	185.00	100.00	100.00	257.00	100.00	260.00	175.00	100.00	186.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Base Volume Input [veh/h]	818	131	30	226	98	164	39	1568	188	105	756	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	44	7	2	0	0	0	0	107	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	862	138	32	226	98	164	39	1675	188	105	756	239
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	36	8	58	25	42	10	432	48	27	195	62
Total Analysis Volume [veh/h]	889	142	33	233	101	169	40	1727	194	108	779	246
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	11			0			11			0		
v_di, Inbound Pedestrian Volume crossing major street	11			0			11			0		
v_co, Outbound Pedestrian Volume crossing minor street	1			20			20			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			20			20			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			2			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	135
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	135	135	135	135	135	135	135	135	135	135	135
L, Total Lost Time per Cycle [s]	5.10	5.10	4.60	4.60	4.60	4.00	5.10	5.10	4.00	5.10	5.10
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.10	3.10	2.60	2.60	2.60	2.00	3.10	3.10	2.00	3.10	3.10
g_i, Effective Green Time [s]	37	37	16	16	16	5	54	54	9	57	57
g / C, Green / Cycle	0.27	0.27	0.12	0.12	0.12	0.04	0.40	0.40	0.07	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.25	0.10	0.09	0.09	0.11	0.02	0.48	0.13	0.06	0.22	0.16
s, saturation flow rate [veh/h]	3486	1829	1781	1862	1577	1810	3589	1490	1781	3589	1578
c, Capacity [veh/h]	956	502	217	227	192	74	1428	593	119	1521	669
d1, Uniform Delay [s]	47.71	39.31	57.30	57.30	58.18	63.52	40.65	27.85	62.60	28.62	26.43
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	0.15	1.98	1.90	5.00	2.30	101.05	1.47	9.83	1.24	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.35	0.75	0.75	0.88	0.54	1.21	0.33	0.91	0.51	0.37
d, Delay for Lane Group [s/veh]	49.59	39.46	59.28	59.20	63.18	65.83	141.70	29.32	72.43	29.85	27.99
Lane Group LOS	D	D	E	E	E	E	F	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.77	4.73	5.52	5.77	5.94	1.40	43.39	4.59	4.02	9.57	5.72
50th-Percentile Queue Length [ft/ln]	369.13	118.24	138.02	144.16	148.58	35.02	1084.8	114.74	100.42	239.28	143.01
95th-Percentile Queue Length [veh/ln]	21.07	8.30	9.37	9.70	9.94	2.52	61.60	8.10	7.23	14.64	9.64
95th-Percentile Queue Length [ft/ln]	526.68	207.40	234.35	242.61	248.53	63.04	1540.0	202.58	180.75	366.12	241.07

Movement, Approach, & Intersection Results

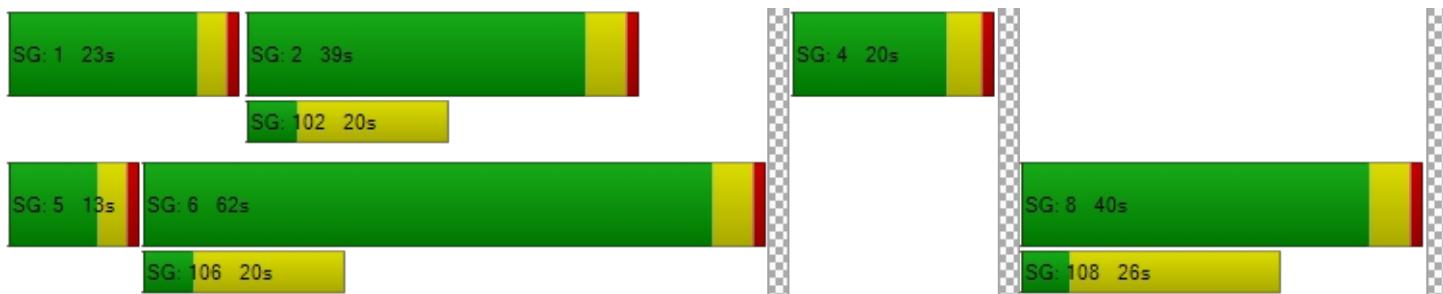
d_M, Delay for Movement [s/veh]	49.59	39.46	39.46	59.26	59.20	63.18	65.83	141.70	29.32	72.43	29.85	27.99
Movement LOS	D	D	D	E	E	E	E	F	C	E	C	C
d_A, Approach Delay [s/veh]	47.93			60.56			129.03			33.51		
Approach LOS		D			E			F			C	
d_I, Intersection Delay [s/veh]				79.91								
Intersection LOS						E						
Intersection V/C					1.026							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	15.4
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	1325.63	73.45	408.96	0.00
d_p, Pedestrian Delay [s]	58.80	58.80	58.80	52.98
I_p,int, Pedestrian LOS Score for Intersection	2.505	2.383	2.962	3.106
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	228	843	502
d_b, Bicycle Delay [s]	37.11	53.03	22.60	37.89
I_b,int, Bicycle LOS Score for Intersection	3.315	2.390	3.177	2.494
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.70	3.50	2.00	1.70	1.60	1.60	1.80	0.50	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	162	94	0	140	105	71	135	72	0	0	0
Total Analysis Volume [veh/h]	232	648	377	0	559	419	286	538	287	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	6			0			6			0		
v_di, Inbound Pedestrian Volume crossing major street	6			0			6			0		
v_co, Outbound Pedestrian Volume crossing minor street	10			0			0			11		
v_ci, Inbound Pedestrian Volume crossing minor street	11			0			0			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			3			5			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	85
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	
C, Cycle Length [s]	88	88	88	88	88	88	88	
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	8.10	8.10	8.10	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	6.10	6.10	6.10	
g_i, Effective Green Time [s]	13	46	46	28	23	23	23	
g / C, Green / Cycle	0.15	0.52	0.52	0.32	0.26	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.13	0.18	0.24	0.16	0.16	0.23	0.24	
s, saturation flow rate [veh/h]	1795	3569	1550	3569	1787	1873	1618	
c, Capacity [veh/h]	268	1850	804	1147	465	487	421	
d1, Uniform Delay [s]	36.57	12.47	13.43	24.03	28.68	31.43	31.68	
k, delay calibration	0.04	0.50	0.50	0.50	0.04	0.23	0.25	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.28	0.52	1.96	1.48	0.49	11.95	16.86	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.35	0.47	0.49	0.62	0.90	0.92	
d, Delay for Lane Group [s/veh]	39.84	12.99	15.40	25.51	29.18	43.38	48.54	
Lane Group LOS	D	B	B	C	C	D	D	
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.02	3.65	4.85	4.78	5.24	10.29	9.72	
50th-Percentile Queue Length [ft/ln]	125.47	91.36	121.23	119.40	131.00	257.25	243.02	
95th-Percentile Queue Length [veh/ln]	8.69	6.58	8.46	8.36	8.99	15.55	14.83	
95th-Percentile Queue Length [ft/ln]	217.32	164.45	211.52	209.00	224.85	388.76	370.85	

Movement, Approach, & Intersection Results

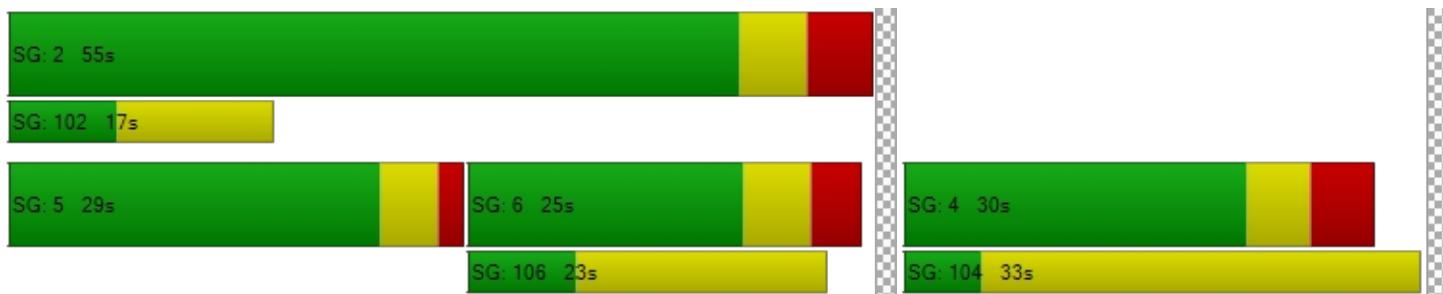
d_M, Delay for Movement [s/veh]	39.84	12.99	15.40	0.00	25.51	0.00	29.18	44.35	48.54	0.00	0.00	0.00
Movement LOS	D	B	B		C		C	D	D			
d_A, Approach Delay [s/veh]		18.67			25.51		41.53				0.00	
Approach LOS		B			C		D				A	
d_I, Intersection Delay [s/veh]					28.65							
Intersection LOS						C						
Intersection V/C					0.608							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	35.46	0.00	33.69	33.69
I_p,int, Pedestrian LOS Score for Intersection	2.753	0.000	2.457	2.159
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1059	400	498	0
d_b, Bicycle Delay [s]	9.75	28.20	24.89	44.00
I_b,int, Bicycle LOS Score for Intersection	2.597	2.021	2.476	4.132
Bicycle LOS	B	B	B	D

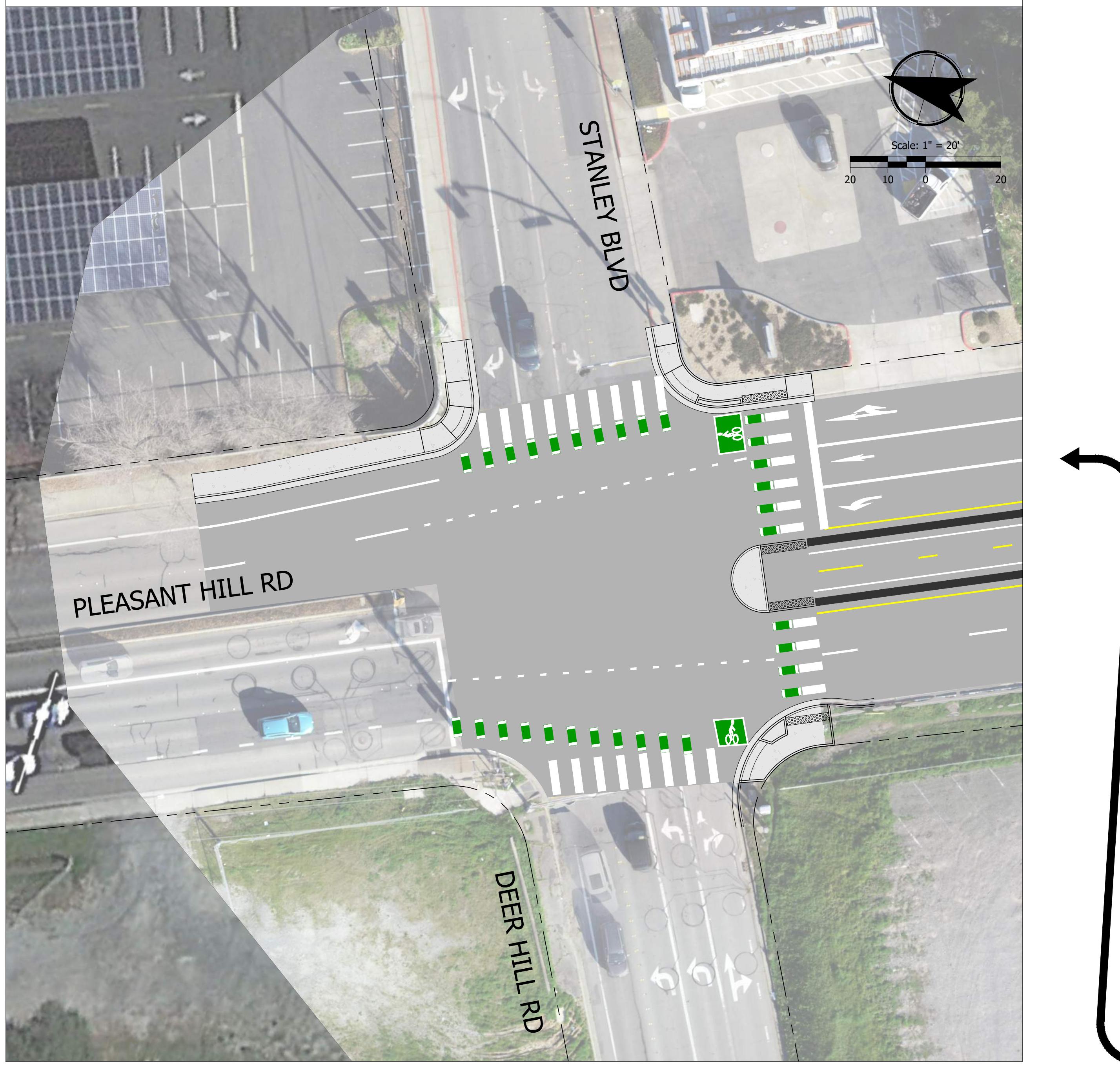
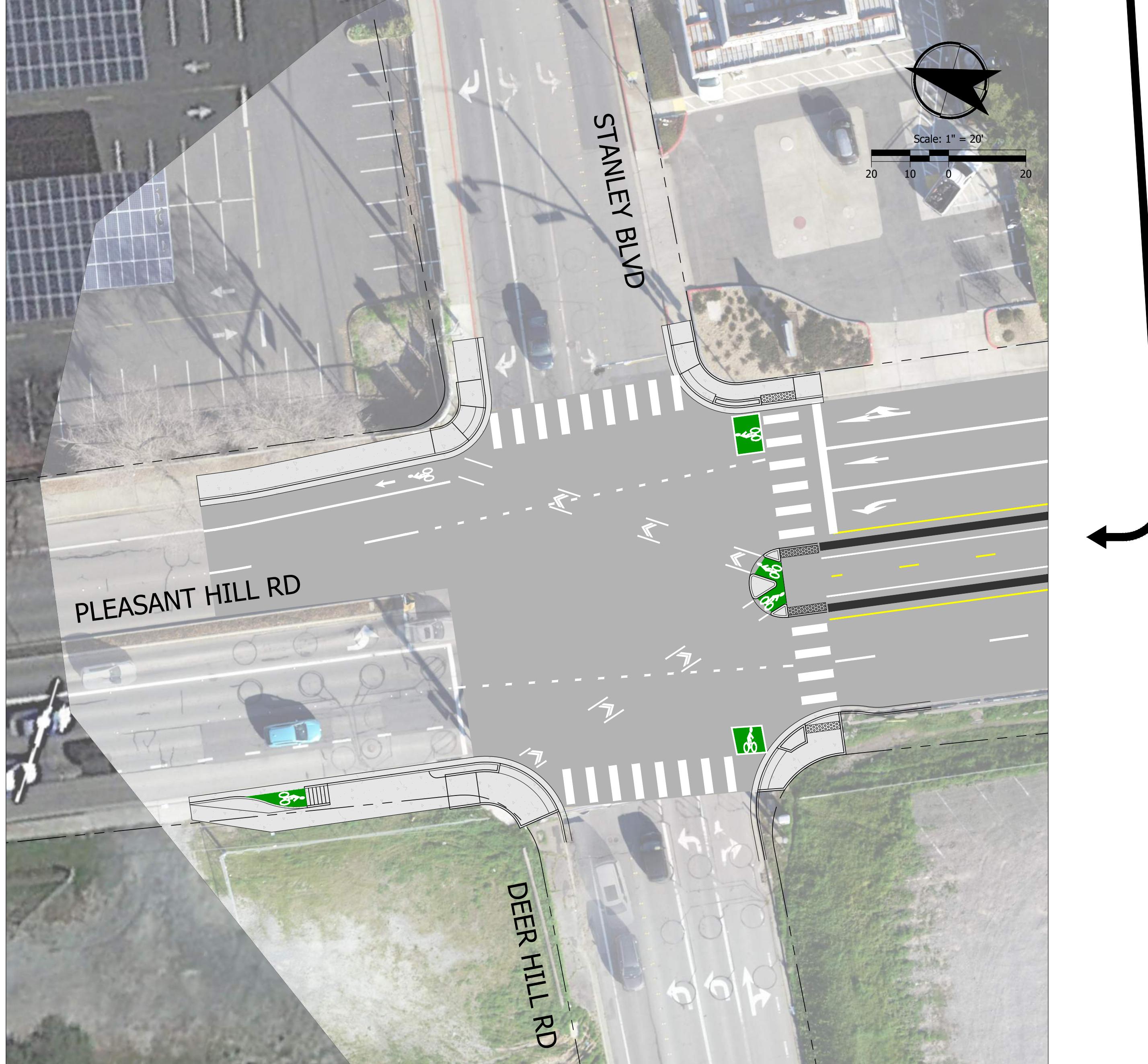
Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	4	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-

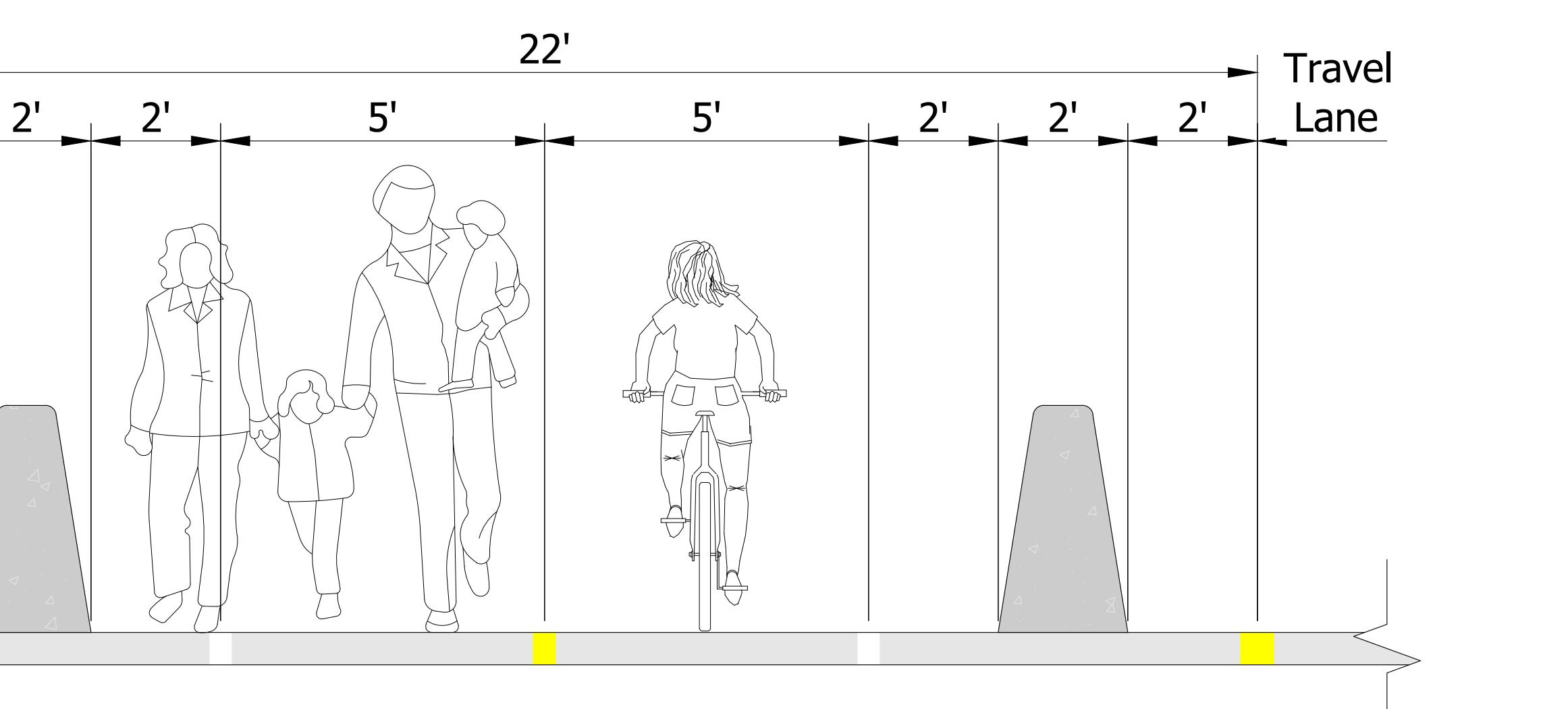
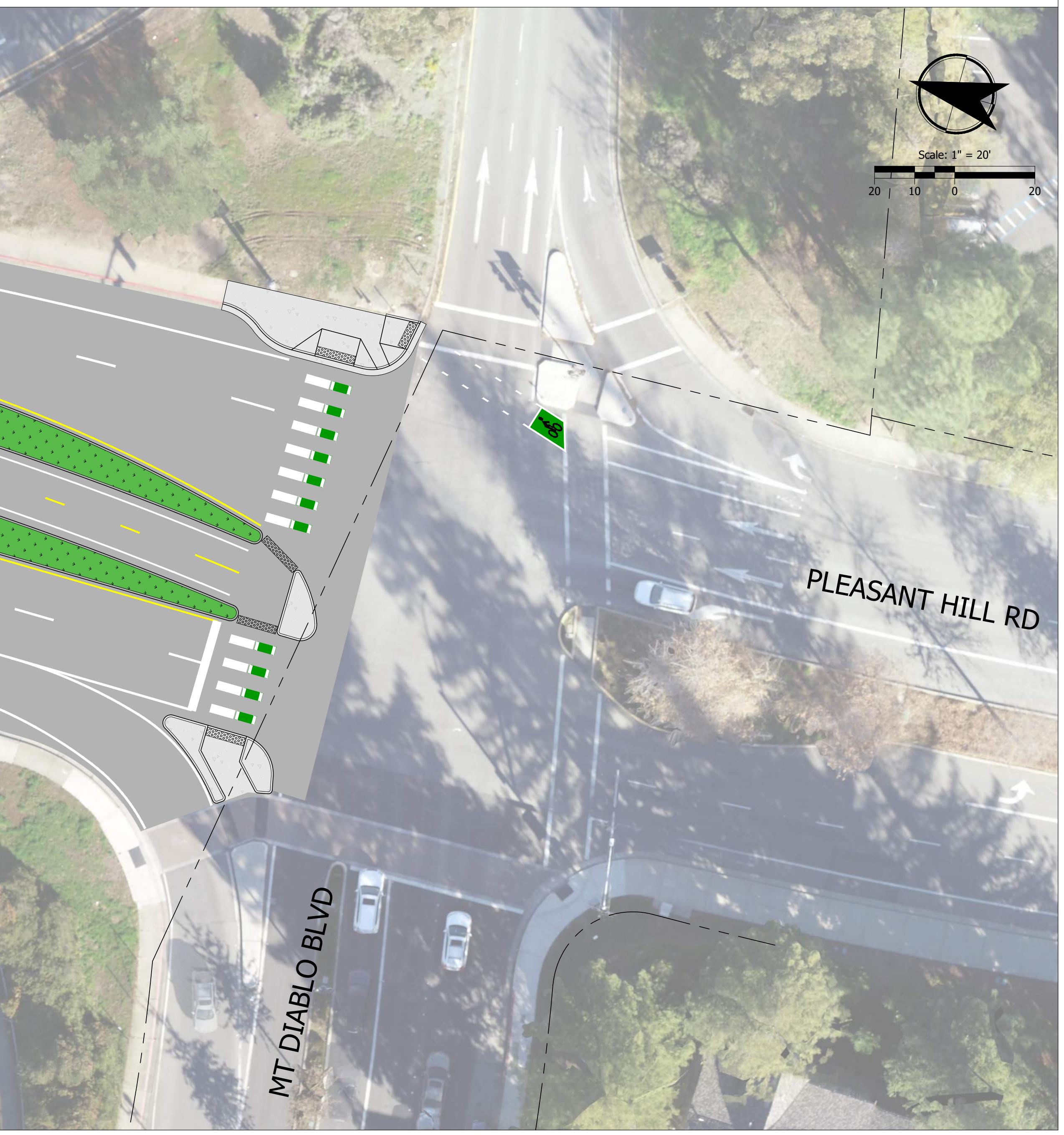
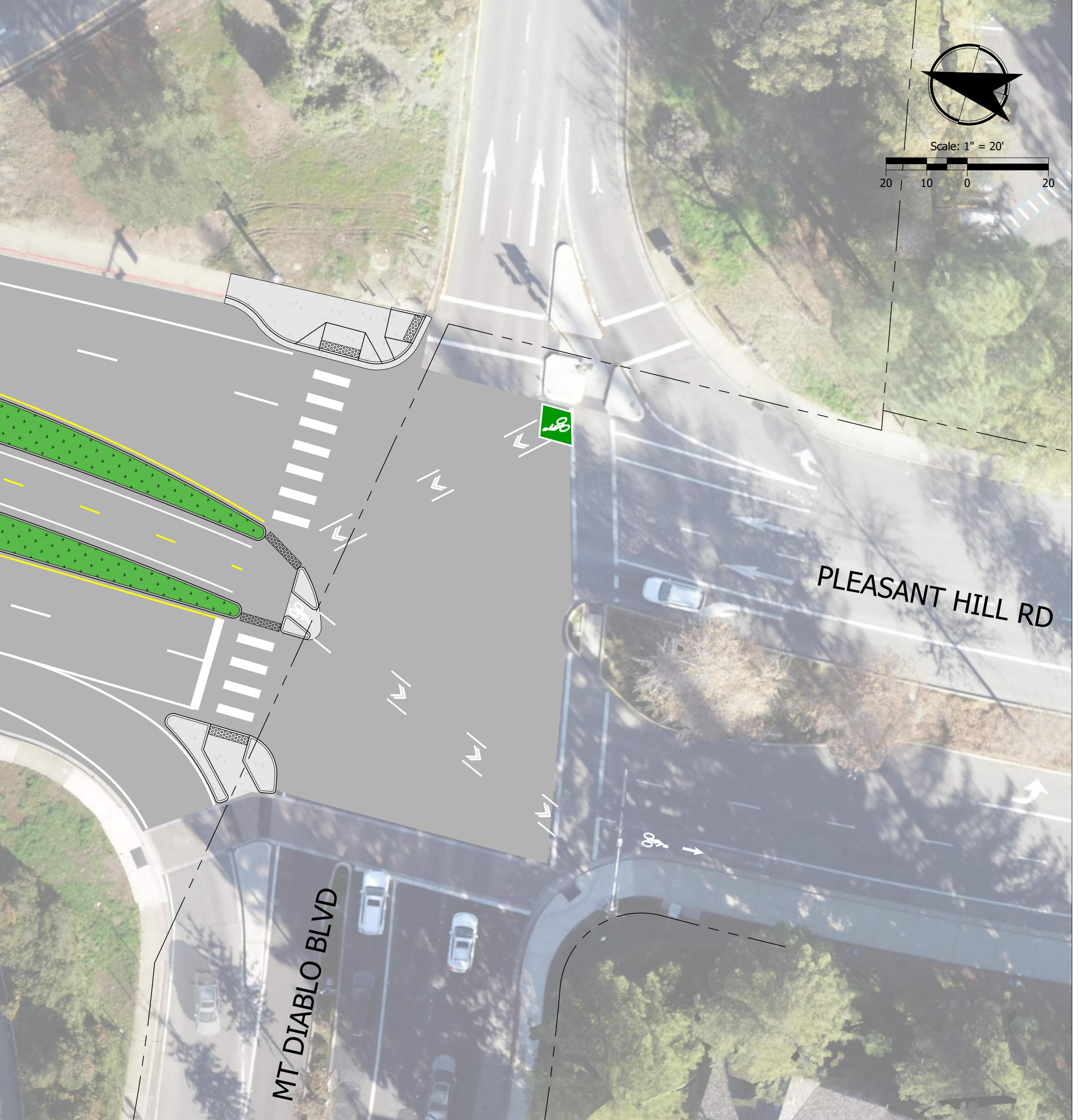


Appendix C

MUP Design Concept Strip Map

CONCEPT #1 - TWO-STAGE CROSSING**CONCEPT #2 - SCRAMBLE CROSSING**

Typical MUP Cross-Section

**CONCEPT #1 - TWO-STAGE CROSSING****CONCEPT #2 - SCRAMBLE CROSSING**

Appendix D

Concept #1 Intersection Operations – Vistro Worksheets

Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Concept 1 AM.pdf

Scenario 7 Concept 1 AM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pleasant Hill Road & Stanley Boulevard/Deer Hill Road	Signalized	HCM 6th Edition	SEB Left	0.884	47.5	D
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	EB Left	0.460	27.5	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Pleasant Hill Road & Stanley Boulevard/Deer Hill Road

Control Type:	Signalized	Delay (sec / veh):	47.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	185.00	100.00	100.00	450.00	100.00	260.00	175.00	100.00	186.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Base Volume Input [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	1.00	0.00	4.00	1.00	2.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	21	12	70	38	29	35	241	79	44	441	131
Total Analysis Volume [veh/h]	342	84	48	280	151	116	141	966	315	178	1765	524
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	11			0			12			0		
v_di, Inbound Pedestrian Volume crossing major street	12			0			11			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			3			2			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			2			3			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	5.10	5.10	4.60	4.60	4.60	4.00	5.10	5.10	4.00	5.10	5.10
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.10	3.10	2.60	2.60	2.60	2.00	3.10	3.10	2.00	3.10	3.10
g_i, Effective Green Time [s]	20	20	19	19	19	13	75	75	16	78	78
g / C, Green / Cycle	0.14	0.14	0.13	0.13	0.13	0.09	0.50	0.50	0.11	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.10	0.08	0.12	0.12	0.08	0.08	0.35	0.37	0.10	0.50	0.33
s, saturation flow rate [veh/h]	3486	1737	1795	1871	1543	1795	1870	1691	1810	3560	1568
c, Capacity [veh/h]	475	237	232	242	199	156	939	850	193	1860	819
d1, Uniform Delay [s]	62.03	60.55	64.43	64.43	61.41	67.90	28.76	29.29	66.38	33.93	25.43
k, delay calibration	0.04	0.04	0.08	0.08	0.04	0.04	0.50	0.50	0.08	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.78	0.77	9.77	9.38	1.00	7.58	4.43	5.43	13.27	11.88	3.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.56	0.91	0.91	0.58	0.91	0.71	0.73	0.92	0.95	0.64
d, Delay for Lane Group [s/veh]	62.81	61.31	74.20	73.80	62.41	75.48	33.20	34.72	79.65	45.81	29.24
Lane Group LOS	E	E	E	E	E	E	C	C	E	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.33	4.78	8.62	8.95	4.24	5.71	19.44	18.67	7.49	32.81	14.10
50th-Percentile Queue Length [ft/ln]	158.29	119.56	215.49	223.77	105.99	142.74	486.12	466.82	187.26	820.31	352.56
95th-Percentile Queue Length [veh/ln]	10.46	8.37	13.43	13.86	7.62	9.63	26.68	25.76	11.98	42.21	20.26
95th-Percentile Queue Length [ft/ln]	261.45	209.22	335.86	346.44	190.40	240.71	666.92	643.99	299.47	1055.1	506.52

Movement, Approach, & Intersection Results

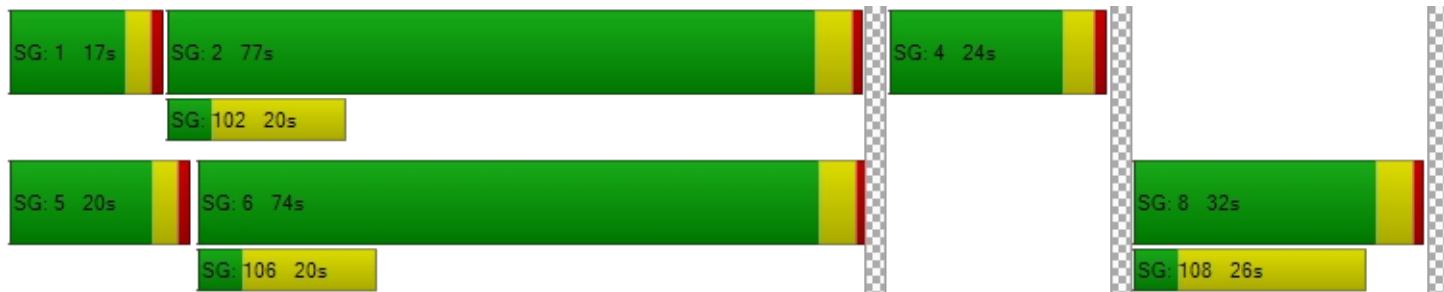
d_M, Delay for Movement [s/veh]	62.81	61.31	61.31	74.11	73.80	62.41	75.48	33.68	34.72	79.65	45.81	29.24
Movement LOS	E	E	E	E	E	E	E	C	C	E	D	C
d_A, Approach Delay [s/veh]	62.39			71.54			38.05			44.73		
Approach LOS		E			E			D			D	
d_I, Intersection Delay [s/veh]				47.49								
Intersection LOS							D					
Intersection V/C							0.884					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	19.4
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	333.89	0.00
d_p, Pedestrian Delay [s]	66.27	66.27	66.27	56.85
I_p,int, Pedestrian LOS Score for Intersection	2.471	2.431	3.011	3.104
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	359	259	919	959
d_b, Bicycle Delay [s]	50.56	56.88	21.94	20.35
I_b,int, Bicycle LOS Score for Intersection	2.342	2.462	2.733	3.595
Bicycle LOS	B	B	B	D

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	0.70	0.60	2.00	4.20	4.20	0.70	4.40	2.80	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Peak Hour Factor	0.9400	0.9400	0.9400	1.0000	0.9400	0.9400	0.9400	0.9400	0.9400	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	185	108	0	135	149	51	61	35	0	0	0
Total Analysis Volume [veh/h]	272	738	432	0	538	597	203	243	141	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		4			13				3			12
v_di, Inbound Pedestrian Volume crossing major street	[	3			12				4			13
v_co, Outbound Pedestrian Volume crossing minor street		3			1				1			4
v_ci, Inbound Pedestrian Volume crossing minor street	[	4			1				1			3
v_ab, Corner Pedestrian Volume [ped/h]		0			0				0			0
Bicycle Volume [bicycles/h]		6			1				5			0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	5.20	8.10	8.10	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	3.20	6.10	6.10	2.00
g_i, Effective Green Time [s]	17	68	68	47	13	25	25	11
g / C, Green / Cycle	0.15	0.62	0.62	0.43	0.12	0.23	0.23	0.10
(v / s)_i Volume / Saturation Flow Rate	0.15	0.21	0.27	0.15	0.11	0.11	0.11	0.00
s, saturation flow rate [veh/h]	1775	3598	1585	3498	1800	1834	1579	1870
c, Capacity [veh/h]	271	2228	981	1498	209	423	364	195
d1, Uniform Delay [s]	46.60	10.03	10.90	21.24	48.41	36.59	36.78	0.00
k, delay calibration	0.04	0.50	0.50	0.50	0.11	0.04	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.23	0.40	1.43	0.67	22.41	0.31	0.39	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.33	0.44	0.36	0.97	0.48	0.50	0.00
d, Delay for Lane Group [s/veh]	62.83	10.43	12.34	21.91	70.81	36.90	37.17	0.00
Lane Group LOS	F	B	B	C	E	D	D	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.58	4.17	5.54	4.77	6.82	4.74	4.27	0.00
50th-Percentile Queue Length [ft/ln]	214.59	104.33	138.61	119.18	170.53	118.41	106.85	0.00
95th-Percentile Queue Length [veh/ln]	13.41	7.51	9.41	8.35	11.10	8.31	7.66	0.00
95th-Percentile Queue Length [ft/ln]	335.21	187.79	235.15	208.70	277.62	207.64	191.62	0.00

Movement, Approach, & Intersection Results

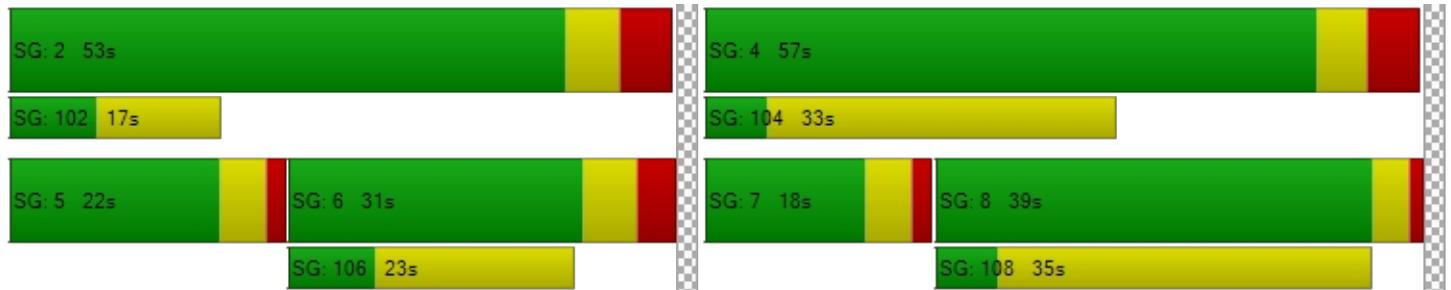
d_M, Delay for Movement [s/veh]	62.83	10.43	12.34	0.00	21.91	0.00	70.81	36.95	37.17	0.00	0.00	0.00
Movement LOS	F	B	B		C		E	D	D		A	
d_A, Approach Delay [s/veh]		20.88			21.91			48.71			0.00	
Approach LOS		C			C			D			A	
d_I, Intersection Delay [s/veh]					27.46							
Intersection LOS						C						
Intersection V/C						0.460						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	284.35	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	44.55	44.55
I_p,int, Pedestrian LOS Score for Intersection	2.765	2.704	2.350	2.169
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	811	429	889	636
d_b, Bicycle Delay [s]	19.50	33.95	17.01	25.57
I_b,int, Bicycle LOS Score for Intersection	2.749	2.003	2.044	1.560
Bicycle LOS	B	B	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Concept 1 PM.pdf

Scenario 8 Concept 1 PM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pleasant Hill Road & Stanley Boulevard/Deer Hill Road	Signalized	HCM 6th Edition	NWB Right	1.088	88.9	F
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	EB Left	0.586	32.6	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Pleasant Hill Road & Stanley Boulevard/Deer Hill Road

Control Type:	Signalized	Delay (sec / veh):	88.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.088

Intersection Setup

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	185.00	100.00	100.00	450.00	100.00	260.00	175.00	100.00	186.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Base Volume Input [veh/h]	818	131	30	226	98	164	39	1568	188	105	756	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	1.00	2.00	1.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	44	7	2	0	0	0	0	107	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	862	138	32	226	98	164	39	1675	188	105	756	239
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	36	8	58	25	42	10	432	48	27	195	62
Total Analysis Volume [veh/h]	889	142	33	233	101	169	40	1727	194	108	779	246
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	11			0			11			0		
v_di, Inbound Pedestrian Volume crossing major street	11			0			11			0		
v_co, Outbound Pedestrian Volume crossing minor street	1			20			20			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			20			20			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			2			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	135
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	135	135	135	135	135	135	135	135	135	135	135
L, Total Lost Time per Cycle [s]	5.10	5.10	4.60	4.60	4.60	4.00	5.10	5.10	4.00	5.10	5.10
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.10	3.10	2.60	2.60	2.60	2.00	3.10	3.10	2.00	3.10	3.10
g_i, Effective Green Time [s]	37	37	12	12	12	5	59	59	8	61	61
g / C, Green / Cycle	0.28	0.28	0.09	0.09	0.09	0.04	0.43	0.43	0.06	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.25	0.10	0.09	0.09	0.11	0.02	0.51	0.54	0.06	0.22	0.16
s, saturation flow rate [veh/h]	3486	1829	1781	1862	1575	1810	1885	1791	1781	3589	1578
c, Capacity [veh/h]	960	504	164	171	145	73	819	778	106	1626	715
d1, Uniform Delay [s]	47.58	39.19	61.29	61.29	61.20	63.56	38.19	38.19	63.50	25.78	23.81
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.79	0.15	19.51	19.07	82.00	2.36	90.80	116.71	30.86	1.01	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.35	1.00	1.00	1.17	0.55	1.17	1.23	1.02	0.48	0.34
d, Delay for Lane Group [s/veh]	49.36	39.35	80.80	80.36	143.20	65.92	128.98	154.89	94.36	26.79	25.13
Lane Group LOS	D	D	F	F	F	E	F	F	F	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.72	4.72	6.49	6.76	8.25	1.40	47.19	50.43	4.54	9.00	5.38
50th-Percentile Queue Length [ft/ln]	368.10	117.99	162.26	169.11	206.34	35.05	1179.6	1260.8	113.47	225.01	134.45
95th-Percentile Queue Length [veh/ln]	21.02	8.28	10.67	11.03	13.69	2.52	65.54	71.78	8.09	13.92	9.18
95th-Percentile Queue Length [ft/ln]	525.42	207.06	266.71	275.74	342.23	63.09	1638.5	1794.4	202.19	348.01	229.53

Movement, Approach, & Intersection Results

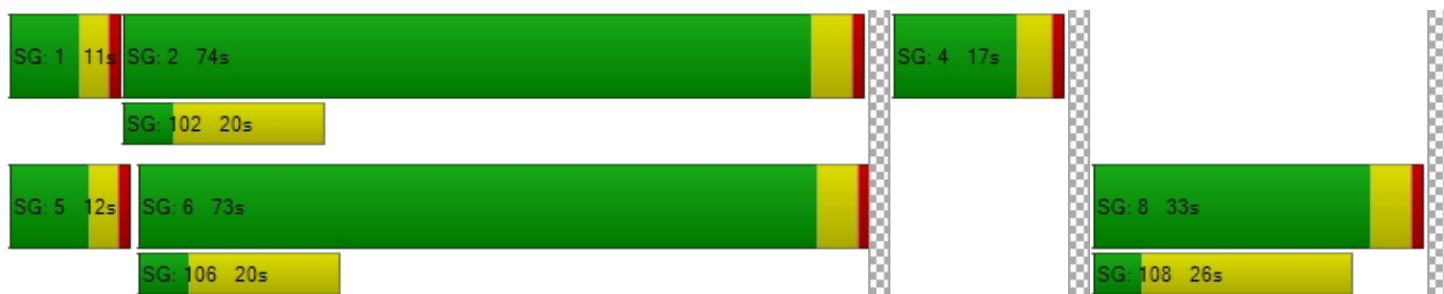
d_M, Delay for Movement [s/veh]	49.36	39.35	39.35	80.67	80.36	143.20	65.92	140.48	154.89	94.36	26.79	25.13
Movement LOS	D	D	D	F	F	F	E	F	F	F	C	C
d_A, Approach Delay [s/veh]	47.72			101.61			140.39			32.87		
Approach LOS		D			F			F			C	
d_I, Intersection Delay [s/veh]				88.91								
Intersection LOS						F						
Intersection V/C					1.088							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	12.4
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	1325.63	73.45	408.96	0.00
d_p, Pedestrian Delay [s]	58.80	58.80	58.80	55.67
I_p,int, Pedestrian LOS Score for Intersection	2.505	2.383	2.907	3.108
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	413	184	1006	1021
d_b, Bicycle Delay [s]	42.48	55.73	16.68	16.20
I_b,int, Bicycle LOS Score for Intersection	3.315	2.390	3.177	2.494
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.70	3.50	2.00	1.70	1.60	1.60	1.80	0.50	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	162	94	0	140	105	71	135	72	0	0	0
Total Analysis Volume [veh/h]	232	648	377	0	559	419	286	538	287	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	6			13			6			12		
v_di, Inbound Pedestrian Volume crossing major street	6			12			6			13		
v_co, Outbound Pedestrian Volume crossing minor street	10			0			0			11		
v_ci, Inbound Pedestrian Volume crossing minor street	11			0			0			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			3			5			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	5.20	8.10	8.10	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	3.20	6.10	6.10	2.00
g_i, Effective Green Time [s]	16	67	67	47	19	32	32	12
g / C, Green / Cycle	0.14	0.58	0.58	0.41	0.16	0.28	0.28	0.10
(v / s)_i Volume / Saturation Flow Rate	0.13	0.18	0.24	0.16	0.16	0.23	0.24	0.00
s, saturation flow rate [veh/h]	1795	3569	1550	3569	1787	1873	1620	1870
c, Capacity [veh/h]	247	2070	899	1450	292	518	448	193
d1, Uniform Delay [s]	49.14	12.39	13.34	24.04	47.91	39.27	39.58	0.00
k, delay calibration	0.04	0.50	0.50	0.50	0.15	0.04	0.04	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.27	0.40	1.44	0.78	24.31	1.48	2.01	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.31	0.42	0.39	0.98	0.84	0.87	0.00
d, Delay for Lane Group [s/veh]	56.40	12.78	14.78	24.82	72.22	40.75	41.58	0.00
Lane Group LOS	E	B	B	C	E	D	D	A
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.07	4.27	5.57	5.48	10.09	11.77	10.57	0.00
50th-Percentile Queue Length [ft/ln]	176.78	106.81	139.26	136.97	252.23	294.22	264.33	0.00
95th-Percentile Queue Length [veh/ln]	11.43	7.66	9.44	9.32	15.30	17.39	15.91	0.00
95th-Percentile Queue Length [ft/ln]	285.81	191.55	236.03	232.94	382.47	434.87	397.65	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.40	12.78	14.78	0.00	24.82	0.00	72.22	40.91	41.58	0.00	0.00	0.00
Movement LOS	E	B	B		C		E	D	D		A	
d_A, Approach Delay [s/veh]		21.43			24.82			49.14			0.00	
Approach LOS		C			C			D			A	
d_I, Intersection Delay [s/veh]					32.60							
Intersection LOS						C						
Intersection V/C						0.586						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	11.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	271.93	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	47.03	47.03
I_p,int, Pedestrian LOS Score for Intersection	2.766	2.709	2.470	2.249
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	410	955	609
d_b, Bicycle Delay [s]	22.19	36.38	15.74	27.83
I_b,int, Bicycle LOS Score for Intersection	2.597	2.021	2.476	1.560
Bicycle LOS	B	B	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix E

Concept #2 Intersection Operations – Vistro Worksheets

Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Concept 2 AM.pdf

Scenario 9 Concept 2 AM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Pleasant Hill Road & Stanley Boulevard/Deer Hill Road	Signalized	HCM 6th Edition	SWB Left	0.872	68.3	E
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	NB Left	0.451	31.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Pleasant Hill Road & Stanley Boulevard/Deer Hill Road

Control Type:	Signalized	Delay (sec / veh):	68.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	185.00	100.00	100.00	450.00	100.00	260.00	175.00	100.00	186.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Deer Hill Road			Stanley Boulevard			Pleasant Hill Road			Pleasant Hill Road		
Base Volume Input [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	0.00	0.00	1.00	0.00	4.00	1.00	2.00	0.00	0.00	2.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	71	41	238	128	99	120	821	268	151	1500	445
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	21	12	70	38	29	35	241	79	44	441	131
Total Analysis Volume [veh/h]	342	84	48	280	151	116	141	966	315	178	1765	524
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	11			0			12			0		
v_di, Inbound Pedestrian Volume crossing major street	12			0			11			0		
v_co, Outbound Pedestrian Volume crossing minor street	0			3			2			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			2			3			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			1			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	170
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	5
Pedestrian Clearance [s]	30

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	170	170	170	170	170	170	170	170	170	170	170
L, Total Lost Time per Cycle [s]	5.10	5.10	4.60	4.60	4.60	4.00	5.10	5.10	4.00	5.10	5.10
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	3.10	3.10	2.60	2.60	2.60	2.00	3.10	3.10	2.00	3.10	3.10
g_i, Effective Green Time [s]	19	19	19	19	19	13	77	77	18	82	82
g / C, Green / Cycle	0.11	0.11	0.11	0.11	0.11	0.08	0.45	0.45	0.11	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.10	0.08	0.12	0.12	0.08	0.08	0.35	0.36	0.10	0.50	0.33
s, saturation flow rate [veh/h]	3486	1750	1795	1871	1542	1795	1870	1696	1810	3560	1568
c, Capacity [veh/h]	395	198	205	213	176	137	849	770	192	1722	758
d1, Uniform Delay [s]	74.09	72.28	75.30	75.30	72.05	78.50	39.20	39.85	75.37	43.89	33.67
k, delay calibration	0.04	0.04	0.14	0.14	0.04	0.04	0.50	0.50	0.15	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.27	1.44	41.83	40.97	1.57	28.94	7.01	8.67	21.87	28.26	5.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.67	1.03	1.03	0.66	1.03	0.78	0.80	0.93	1.02	0.69
d, Delay for Lane Group [s/veh]	76.36	73.71	117.13	116.27	73.62	107.44	46.21	48.52	97.24	72.15	38.79
Lane Group LOS	E	E	F	F	E	F	D	D	F	F	D
Critical Lane Group	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.52	5.65	11.39	11.82	4.96	7.16	25.10	24.12	8.93	42.57	17.80
50th-Percentile Queue Length [ft/ln]	187.92	141.15	284.70	295.39	123.92	178.94	627.59	603.03	223.25	1064.3	444.99
95th-Percentile Queue Length [veh/ln]	12.01	9.54	17.14	17.68	8.61	11.65	33.32	32.18	13.83	54.37	24.72
95th-Percentile Queue Length [ft/ln]	300.33	238.56	428.62	441.99	215.20	291.36	833.02	804.39	345.77	1359.3	617.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.36	73.71	73.71	116.93	116.27	73.62	107.44	46.94	48.52	97.24	72.15	38.79
Movement LOS	E	E	E	F	F	E	F	D	D	F	F	D
d_A, Approach Delay [s/veh]	75.62			107.56			53.29			66.88		
Approach LOS		E			F			D			E	
d_I, Intersection Delay [s/veh]				68.32								
Intersection LOS						E						
Intersection V/C				0.872								

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	288.88	0.00
d_p, Pedestrian Delay [s]	76.24	76.24	76.24	76.24
I_p,int, Pedestrian LOS Score for Intersection	2.477	2.436	3.016	3.116
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	316	228	611	669
d_b, Bicycle Delay [s]	60.29	66.74	41.04	37.66
I_b,int, Bicycle LOS Score for Intersection	2.342	2.462	2.733	3.595
Bicycle LOS	B	B	B	D

Sequence

Ring 1	1	2	4	-	9	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	31.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	0.70	0.60	2.00	4.20	4.20	0.70	4.40	2.80	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	694	406	0	506	561	191	228	133	0	0	0
Peak Hour Factor	0.9400	0.9400	0.9400	1.0000	0.9400	0.9400	0.9400	0.9400	0.9400	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	185	108	0	135	149	51	61	35	0	0	0
Total Analysis Volume [veh/h]	272	738	432	0	538	597	203	243	141	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street		4			0			3		0		
v_di, Inbound Pedestrian Volume crossing major street	[	3			0			4		0		
v_co, Outbound Pedestrian Volume crossing minor street		3			1			1		4		
v_ci, Inbound Pedestrian Volume crossing minor street	[	4			1			1		3		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0		0		
Bicycle Volume [bicycles/h]		6			1			5		0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	9.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	5
Pedestrian Clearance [s]	32

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	
C, Cycle Length [s]	140	140	140	140	140	140	140	
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	8.10	8.10	8.10	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	6.10	6.10	6.10	
g_i, Effective Green Time [s]	23	95	95	68	18	18	18	
g / C, Green / Cycle	0.17	0.68	0.68	0.49	0.13	0.13	0.13	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.21	0.27	0.15	0.11	0.11	0.12	
s, saturation flow rate [veh/h]	1775	3598	1585	3498	1800	1834	1576	
c, Capacity [veh/h]	293	2452	1080	1700	230	235	202	
d1, Uniform Delay [s]	57.59	8.93	9.71	21.84	59.99	59.83	60.15	
k, delay calibration	0.10	0.50	0.50	0.50	0.04	0.04	0.04	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	11.19	0.32	1.11	0.49	4.29	3.63	5.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.93	0.30	0.40	0.32	0.88	0.86	0.90	
d, Delay for Lane Group [s/veh]	68.79	9.25	10.82	22.33	64.29	63.46	65.84	
Lane Group LOS	E	A	B	C	E	E	E	
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.41	4.51	5.93	5.55	7.37	7.30	6.68	
50th-Percentile Queue Length [ft/ln]	260.32	112.75	148.37	138.63	184.37	182.49	167.11	
95th-Percentile Queue Length [veh/ln]	15.70	7.99	9.93	9.41	11.83	11.73	10.92	
95th-Percentile Queue Length [ft/ln]	392.62	199.83	248.25	235.17	295.71	293.27	273.11	

Movement, Approach, & Intersection Results

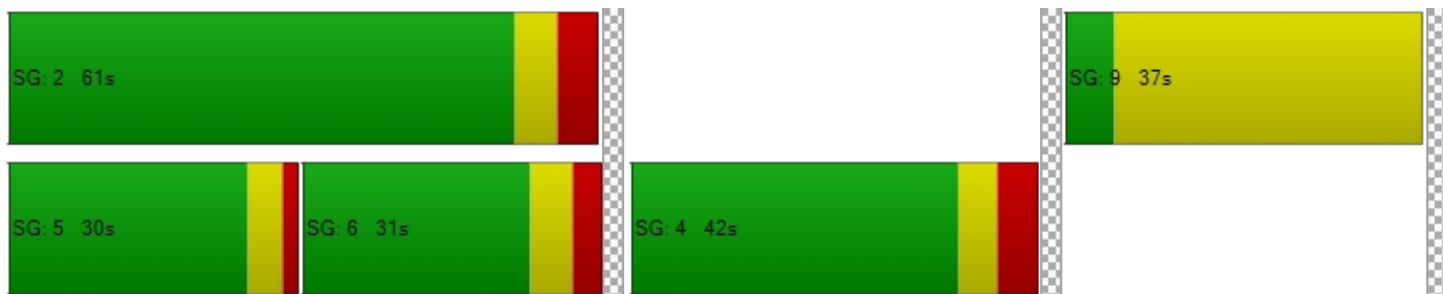
d_M, Delay for Movement [s/veh]	68.79	9.25	10.82	0.00	22.33	0.00	64.29	63.86	65.84	0.00	0.00	0.00
Movement LOS	E	A	B		C		E	E	E			
d_A, Approach Delay [s/veh]		20.95			22.33			64.48			0.00	
Approach LOS		C			C			E			A	
d_I, Intersection Delay [s/veh]					31.19							
Intersection LOS						C						
Intersection V/C						0.451						

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	61.29	61.29	61.29	61.29
I_p,int, Pedestrian LOS Score for Intersection	2.776	2.716	2.363	2.066
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	751	337	484	0
d_b, Bicycle Delay [s]	27.36	48.41	40.31	70.00
I_b,int, Bicycle LOS Score for Intersection	2.749	2.003	2.044	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	9	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	4	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\26991_trafficops_20220328.vistro
Report File: H:\...\Concept 2 PM.pdf

Scenario 10 Concept 2 PM
4/14/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
11	Pleasant Hill Rd & Mt Diablo Boulevard	Signalized	HCM 6th Edition	EB Right	0.577	44.8	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 11: Pleasant Hill Rd & Mt Diablo Boulevard

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pleasant Hill Rd			Pleasant Hill Rd			Mt Diablo Blvd					
Base Volume Input [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.70	3.50	2.00	1.70	1.60	1.60	1.80	0.50	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	590	343	0	509	381	260	490	261	0	0	0
Peak Hour Factor	0.9100	0.9100	0.9100	1.0000	0.9100	0.9100	0.9100	0.9100	0.9100	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	162	94	0	140	105	71	135	72	0	0	0
Total Analysis Volume [veh/h]	232	648	377	0	559	419	286	538	287	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street	6			0			6			0		
v_di, Inbound Pedestrian Volume crossing major street	6			0			6			0		
v_co, Outbound Pedestrian Volume crossing minor street	10			0			0			11		
v_ci, Inbound Pedestrian Volume crossing minor street	11			0			0			10		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			3			5			0		

Version 2022 (SP 0-3)

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	135
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Exclusive Pedestrian Phase

Pedestrian Signal Group	9
Pedestrian Walk [s]	5
Pedestrian Clearance [s]	32

Lane Group Calculations

Lane Group	L	C	R	C	L	C	C	
C, Cycle Length [s]	135	135	135	135	135	135	135	
L, Total Lost Time per Cycle [s]	5.20	8.40	8.40	7.40	8.10	8.10	8.10	
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
I2, Clearance Lost Time [s]	3.20	6.40	6.40	5.40	6.10	6.10	6.10	
g_i, Effective Green Time [s]	19	67	67	44	34	34	34	
g / C, Green / Cycle	0.14	0.50	0.50	0.33	0.25	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.13	0.18	0.24	0.16	0.16	0.23	0.24	
s, saturation flow rate [veh/h]	1795	3569	1550	3569	1787	1873	1619	
c, Capacity [veh/h]	250	1776	771	1168	448	470	406	
d1, Uniform Delay [s]	57.43	20.82	22.42	36.22	45.11	49.43	49.82	
k, delay calibration	0.04	0.50	0.50	0.50	0.06	0.29	0.31	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.23	0.58	2.21	1.41	0.92	18.60	25.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.93	0.36	0.49	0.48	0.64	0.93	0.95	
d, Delay for Lane Group [s/veh]	63.66	21.40	24.63	37.63	46.03	68.04	75.26	
Lane Group LOS	E	C	C	D	D	E	E	
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.26	6.45	8.38	7.63	8.70	16.81	15.72	
50th-Percentile Queue Length [ft/ln]	206.59	161.28	209.46	190.65	217.47	420.28	393.03	
95th-Percentile Queue Length [veh/ln]	12.98	10.62	13.13	12.16	13.54	23.54	22.22	
95th-Percentile Queue Length [ft/ln]	324.46	265.42	328.13	303.88	338.40	588.38	555.60	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.66	21.40	24.63	0.00	37.63	0.00	46.03	69.39	75.26	0.00	0.00	0.00
Movement LOS	E	C	C		D		D	E	E			
d_A, Approach Delay [s/veh]		30.17			37.63			64.89			0.00	
Approach LOS		C			D			E			A	
d_I, Intersection Delay [s/veh]					44.77							
Intersection LOS						D						
Intersection V/C					0.577							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	58.80	58.80	58.80	58.80
I_p,int, Pedestrian LOS Score for Intersection	2.773	2.716	2.479	2.182
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	690	350	517	0
d_b, Bicycle Delay [s]	28.97	46.03	37.20	67.50
I_b,int, Bicycle LOS Score for Intersection	2.597	2.021	2.476	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	9	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	4	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-

